

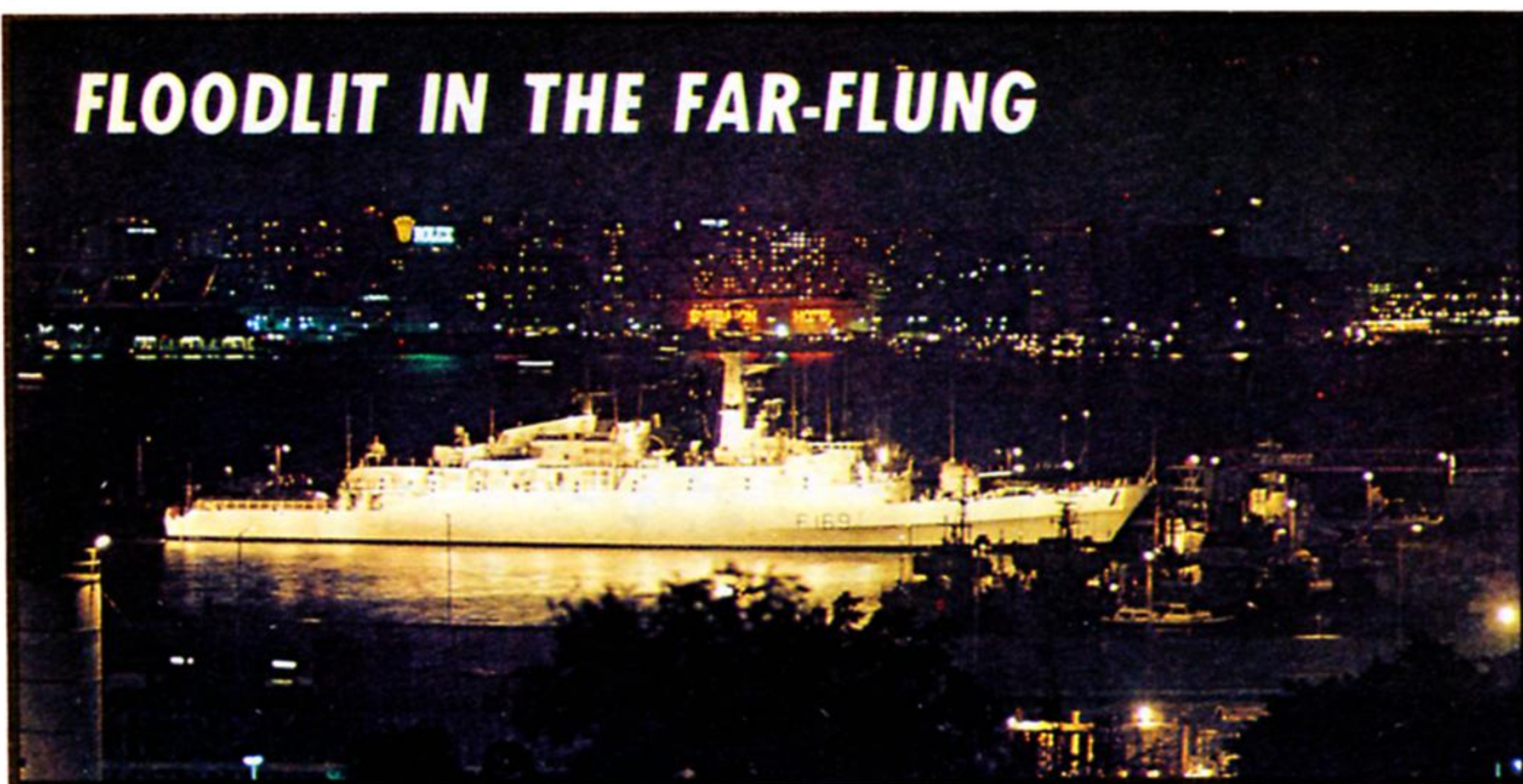
Navy News

APRIL 1978 5p

WILL JIM FIX IT FOR JACK?

As Navy News went to press shortly after Easter, there was no lack of noise over Service pay, but still a deathly hush on the timing of the much-heralded announcement.

FLOODLIT IN THE FAR-FLUNG



Woolly pullies can go ashore

Sailors in woolly pullies are likely to become a familiar sight around naval towns. A new relaxation of uniform rules allows officers and senior ratings to wear them ashore during normal working hours for purposes like lunchtime visits to the bank, and also to wear them between home and duty in public as well as private transport.

There is no objection to "minor stops" en route to and from duty when wearing the pullies.

On the same occasions, officers will also now be able to wear formal uniform styles, including No 5 (undress) and shirtsleeves.

The relaxations, which have been approved by the Admiralty Board and just announced, will be welcomed by many and should help remove a number of inconveniences which have arisen. They also apply to WRNS and QARNNS officers.

COLLAR OUTSIDE

Ties are to be worn with woolly pullies, although C-in-C Fleet can relax the wearing of these in ships at sea. When authorized to wear woolly pullies without a tie, the white shirt is to be unbuttoned at the neck and the collar worn outside the jersey.

Junior ratings, for whom the woolly pully forms part of working rig, are not affected by the changes.

SHE'S THE NEWCASTLE

The Navy's newest ship, the 3,500-ton guided missile destroyer H.M.S. Newcastle, commissioned at Portsmouth in March, a month after leaving her Tyneside birthplace.

Strong links will be retained with the North-East and among guests at the commissioning was the Lord Mayor of Newcastle (Cllr T. W. Collins). Other guests included Admiral of the Fleet Sir Michael Pollock and Admiral Sir Henry Leach (Commander-in-Chief Fleet), both of whom served in the previous Newcastle, a Town-class cruiser with a distinguished record.

Commanding officer of the new destroyer is Capt. Julian Oswald, whose wife Veronica cut the commissioning cake, assisted by JMEM Peter Armstrong.

Newcastle feature — centre pages.

Handsomely floodlit in the "Far Flung" is H.M.S. Amazon, one of the Far East deployment frigates which visited Hong Kong, where she is pictured in Tamar Basin.

When the flagship H.M.S. Tiger berthed, some of the ship's company were led a dance by the Palace People (below), six delightful young dancers from a nearby hotel.

The Tiger entertained them to lunch after they had gone through their latest routine in the shadow of the big guns.

See also Page 19.

Pictures: Sgt. Brian Lawrence, R.A.F.



The only positive news was that a statement was unlikely by April 1, the date by which the report of the Armed Forces Pay Review Body was due to be submitted to the Prime Minister, Mr. James Callaghan.

After an AFPRB report has been submitted, there have usually been several weeks of Whitehall "procedure" involving the departments concerned and Government consideration before a statement is made, but the award is backdated to April 1.

Adding their voices to the welter of words in Parliament and the Press during the run-up to the announcement have been the naval wives. The "movement" appears to have got under way with a meeting of about 50 wives of officers and ratings above a hotel at Torpoint.

Petitions

One of the wives involved said later that, following formation of a Torpoint group concerned with their husbands' pay, Plymouth area were now organizing themselves into groups. Contact had also been established with wives at other places in the West Country and the South.

She was at pains to stress that they were "non-militant, not in favour of unions — but very pro-Forces," adding, "We are certainly not going to throw bricks through windows or do anything silly. One thought is the presentation of petitions and lobbying of MPs."

Gosport naval wives questioned the First Sea Lord (Admiral Sir Terence Lewin) when he called at Rowner during a visit to naval establishments in the area on March 22.

After addressing the wives pri-

vately, he said, "I feel very strongly that if we are to maintain the operational efficiency of the Forces, then we have got to get pay comparability back as soon as the economic state of the country allows — and I hope that is sooner rather than later."

Footnote: The massive publicity on Service pay has included a speculative report in one of the Sunday "heavies" claiming that the AFPRB would advise a 10 per cent. rise, a 2½ per cent. increase in the X factor, a "freeze" on rent, accommodation and food charges, and a guarantee that Forces pay would be restored to parity with civilian levels within 12 months.

No confirmation of any of this has, however, been forthcoming.

**More
kit
cash**

Like plenty of other costs, slops prices are rising, but Kit Upkeep Allowances are going up, too.

The allowance is based on average wear-life of all the compulsory items of uniform and over a period of years (although not necessarily in any one year) should cover the cost of all the items a man needs.

Sometimes ratings ask about the merits of the one-for-one exchange system used by the other Services, but the KUA system is considered by the Navy to have considerable advantages both for men and management.

It allows freedom of choice where a man buys his uniform (slops or naval tailors ashore) and, we are told, can work to the man's advantage if he maintains his uniform carefully.

When new slops prices are issued following an extensive annual exercise, these are held for a year, and prices and the allowances are directly related.

New rates of KUA, just announced, operate from April 1, and the new issuing prices come into force not later than May 1.

Continued in Back Page

Champagne Adventure

Champagne corks popped at H.M.S. Vernon just before midnight on March 28 as Adventure crossed the finishing line at the end of the 27,000-mile Whitbread Round-the-World yacht race.

The Joint Service entry finished seventh overall on handicap. The world's longest ocean race started from Portsmouth last August.

Indian summer for Hecate and Hydra

Two weeks in sunny Bombay for assisted maintenance gave the ship's company of H.M. ships Hecate and Hydra a short break from surveying duties in the Persian Gulf and the chance to explore some of the sights of India.



Bombay's snake-charmers were always a good subject for the camera. Left to right are STD Foster, MEM1 Jock Murray, RO2 Paul Cumpsty and MEM1 "Brum" Sullivan.
Picture: LA(Phot) G. Hunter

High on the list of excursions was, of course, the Taj Mahal at Agra, closely followed by the caves at Arangabad, the former hill stations of Matheran and Poona, and the old Portuguese community of Goa. Bombay itself was a fascinating run ashore, with its markets, bazaars and street stalls, colourful sari-clad women, snake-charmers and beggars.

COBRA FIGHT

Those on the right pavement at the right time could see a fight between a cobra and a mongoose or watch a performing monkey go through its repertoire of tricks — and it was possible to buy anything from live birds and tropical fish to ivory carvings and beautiful silk saris.

Hosts for the visit were three Indian Navy survey ships. Views and visits were exchanged and a sporting programme included a sailing match against the Royal Bombay Yacht Club.

Hospitality extended by the local British community included a mass invitation to the annual ball of the U.K. Citizens' Association, at which the commanding officer of the Hecate (Cdr. G. L. Hope) was guest of honour, and PO Cook Bob Fishwick won an appropriate raffle prize — dinner for two at a top hotel!



H.M.S. Leander stands by to help while H.M.S. Ark Royal deals with an emergency on the stricken tanker "Ole," which looks remarkably like R.F.A. Olmeda. In fact, the "salvage operation" was one of the evolutions facing the Ark during her sea inspection by FOCAS off the east coast of Scotland last month.

Firefighting, salvage and medical teams were transferred by helicopter to the Olmeda, the situation was quickly brought under control, and the tanker taken in tow by the Ark.

For the inspection by Rear-Admiral W. D. M. Staveley, the Ark embarked Sea Kings of 824

LEANDER AIDS ARK

Squadron and SAR Wessex helicopters, Phantoms of 892 Squadron, Buccaneers of 809 Squadron and Gannets of 849b Squadron.

(H.M.S. Ark Royal families' day story and picture appear in Page 8.)

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

AB(S) D. P. Mann, H.M.S. Vernon. Drafted to H.M.S. Ajax (Plymouth) June 8. Due to deploy U.S. and Canada. Will swap for any Portsmouth or Devonport shore establishment (over six months).

RO1(T) R. Daniels, R.N. Hospital Haslar. Drafted to H.M.S. Phoebe (Plymouth) August. Will swap for any Portsmouth ship.

WTR M. Griffin, Beatty Block, B.R.N.C. Dartmouth. Drafted to H.M.S. Tiger, April 24. Due refit. Will swap for any foreign or sea-going ship.

AB(R) D. S. Ward, Placewood Block, H.M.S. Dryad. Drafted to H.M.S. London-derry, August. Rosyth refit / trials, then Portland Squadron. Will swap any ship going on deployment.

SA G. P. Taylor, Naval Stores Commcn. Whitehall. Drafted to H.M.S. Brighton (Devonport) June 6. Will swap for any Chatham / Portsmouth ship, sea-going or in refit.

LS(R) M. Thurlow, H.M.S. Dryad. Drafted to H.M.S. Blake, August 17. Will swap for any small ship day running or in refit at Portsmouth. Replies to 22 Cottage Grove, Southsea, Hants.

LRQ(G) Irving, H.M.S. Fawn, Devonport. Refit until May. Will swap for any operational frigate, preferably based at Devonport.

LS(S) R. D. Jones. Drafted to AUWE Helston, Cornwall, May 25. Will swap for any Plymouth shore base, preferably Raleigh or Figard. Replies to 18 Gurney Close, Torpoint, Cornwall.

LSA Corlett, Naval Stores, H.M.S. Warrior, Northwood. Drafted to H.M.S. London-derry, June 7. In refit at Rosyth. Will swap for any Portsmouth ship or shore base.

AB(S) Greenwood, H.M.S. Defiance. Reg off, ext. 5574 or 5478. Drafted to H.M.S. Zulu (Rosyth), August. Will swap for any Devonport ship or establishment.

WTR D. B. Jeffries, Service Cert. Office, H.M.S. Caledonia, Rosyth. Drafted to H.M.S. Apollo, July 17. Will swap for any Portsmouth or Devonport sea-going frigate.

REM1 A. D. Hartley, F4D Mess, H.M.S. Collingwood. Drafted to Gibraltar Commcn. May 25, for one year. Married accompanied or single draft. Will swap for any Portsmouth shore base.

AB(R) P. J. Sheehy, 3 Mess, H.M.S. Endeavour. One season to do in Antarctica. Will swap for any frigate or G.M.D. in Home waters.

ALM(H) Heep, 6 Mess, H.M.S. Eastbourne (H.T.S. Caledonia) until March 1979. Will swap for any shore base, Poole or Devonport area.

MEMN1 P. J. Quew, CPOs Mess, H.M.S. Ashanti. Drafted to Chatham F.M.G. (mobile) May, 18 months. Will swap for any Portsmouth shore base or ship in refit.

MEM1 D. Saunders, 3K Mess, H.M.S. Hermione, due deploy West Indies U.S.A. and Canada. Will swap for any Plymouth ship not deploying. Replies to 41 Sunnyvale, Raglan, Gwent, S. Wales.

POCA R. Henderson, H.M.S. Lowestoft. Will swap for any other Portsmouth ship.

SA Carvell, C136 Mess, H.M.S. Sultan, Extn 2268. (Scale A). Relieving LSA, H.M.S. Cochrane, April 13. Will swap for any Portsmouth or Devonport shore base, or sea-going ship.

LRSM S. Ruddock, Southern Club, H.M.S. Collingwood. Drafted to H.M.S. Leander May 29. No P.J.Ts. Will swap for any Portsmouth ship.

MEM1 (JBD) M. J. Smith, H.M.S. Jersey. Drafted to H.M.S. Bulwark, April 20. Living in H.M.S. Nelson. Will swap for any diesel ship, preferably at Rosyth.

ALS(M) M. F. Melmore, 2D Mess, H.M.S. Tiger. Drafted to H.M.S. Bulwark, August 7. Will swap for any Portsmouth ship, due deployment.

MEM1 (AMC) P. Henderson, Mountbatten Block, 217 Mess, H.M.S. Pembroke. Drafted to H.M.S. Laymore (Greenock), May 22. Will swap for any Plymouth frigate.

LSTWD D. Wagner, Wardroom Bar, H.M.S. Raleigh. Drafted to H.M.S. Minerva, September. Refitting in Chatham. Will swap for any Plymouth ship.

LSA J. McInnes, AFO 60, H.M.S. Neptune. Will swap for any ship or shore establishment anywhere.

MEA(H) R. Davis, 2 Mess, H.M.S. Antrim. In refit until January, 1979. Will swap for any Portsmouth ship.

AB(S) J. Tweedie, 3P Mess, H.M.S. Rhyl. Drafted to C.A.V.D. Helston, May. Will swap for any ship going on deployment to North, South, and Central America.

AA1 Bond, 809 Squadron, 4D Mess, H.M.S. Ark Royal. Drafted to Lee-on-Solent January, 1979. Will swap for Yeovilton or any other air station.

WREN WTR(G) D. Stevenson, SC Office, H.M.S. Heron. Will swap for any Portsmouth establishment.

LSTWD R. A. Newlan, Yeovil Block, H.M.S. Heron. Drafted to H.M.S. Minerva (Plymouth) September. Will swap for any Portsmouth G.M.D.

POCEL L. Mitchell, POs' Mess, H.M.S. Collingwood. Drafted to Rosyth F.M.G. (Static), June 19. Will consider any other shore establishment.

RO1(G) Waites, Commcn. Faslane. Drafted to H.M.S. Norfolk, June. Will swap for any frigate based at Rosyth or Portsmouth.

OEM1 Tucker, H.M.S. Warrior, Northwood. Drafted to H.M.S. Dolphin, October 1978. Will swap for any ship or shore establishment.

CEM1, P. Phillips, 3P Mess, H.M.S. Birmingham. Due deployment to the States. Will swap for any draft in London area or North of England. Not Scotland.

REM D. Dalton, 3M Port Mess, H.M.S. Euryalus. Drafted to Portsmouth F.M.G. (over six months) May 31. Will swap for any Devonport shore establishment.

LAM(AE) R. M. Egan, AED, RNAS Portland. Drafted to H.M.S. Daedalus. Will swap for any Portland draft.

LRSM D. Toms, Southern Club, H.M.S. Collingwood. Drafted to H.M.S. Minerva (Chatham refit until January). Will swap for any Portsmouth ship in, or going into, refit.

LSA G. White, H.M.S. Defiance, Devonport. Drafted to H.M.S. Nelson, Portsmouth, in POSA billet, July 17. Will swap for any Plymouth ship or establishment (including Culdrose). Replies to 6 Savery Close, Newlands Park, Ivybridge, Devon.

PO G. Mills, 95 Parsons Close, Hilsa, Portsmouth. Drafted to H.M.S. File (Portsmouth). Will swap for any Plymouth ship, preferably in refit.

LSA Ransley, H.M.S. Defiance. Drafted to H.M.S. Nelson, in POSA billet, July 24. Will swap for any Plymouth ship or establishment (including Culdrose). Replies to 6 Savery Close, Newlands Park, Ivybridge, Devon.

PO G. Mills, 95 Parsons Close, Hilsa, Portsmouth. Drafted to H.M.S. File (Portsmouth). Will swap for any Plymouth ship, preferably in refit.

MEMN (UWC) Dolton, One Mess, H.M.S. Fearless. Drafted to H.M.S. Neptune, May 22. Will swap for anything in Devonport.

MEMN (UWC) Morgan, One Mess, H.M.S. Fearless. Drafted to H.M.S. Neptune, May 22. Will swap for anything in Devonport.

OEM1 I. R. Coote, 3F2 Mess, H.M.S. Blake. Will swap for any Chatham or Portsmouth ship.

AB(S) Simmons, 11 Mess, H.M.S. Diomedea. Drafted to H.M.S. Dolphin, June, for submarine course. Will swap for any shore base or ship, Portsmouth or Chatham.

AB(M) C. F. Dunne, 3C Mess, H.M.S. Blake. Ship's diver. Will swap for any Portsmouth ship refitting or not deploying.

LWTR W. Gray, Harbour Training Ships, Gosport. (Dockyard 44045). Drafted to H.M.S. Drake (in POWTR's billet) June 5. Will swap for Portsmouth base.

AB(S) Myatt, telephone Bury St Edmunds 64143. Due to join H.M.S. Endeavour (refit party) May 29. Will swap for any ship going foreign or Chatham shore base.

LAM(AE) J. G. Uncles, 737 Squadron, H.M.S. Osprey, Portland. Drafted to Lynx Squadron, R.N.A.S. Yeovil, July 4. Will swap for any Portland draft or flight.

LSA C. J. Furber, 3L Mess, H.M.S. Sirius (Devonport). Will swap for any ship or shore billet in Portsmouth or Chatham.

AB(R) Solomon, Achilles Block, H.M.S. Raleigh. Drafted to H.M.S. Euryalus, Portland Squadron, June. Will swap for any Devonport ship in, or going into, refit.

AB(S) N. Croombes, 3D Mess, H.M.S. Kent (Portsmouth). Will swap for any ship going foreign.

POCEL Boyd, H.M.S. Iveston (Portsmouth). Drafted to Rosyth Static FMG, May 8. Over six months. Will swap for any ship or shore draft Portsmouth area. Telephone: Fareham 281224.

ALM(H) Guest, Training Boiler Room, H.M.S. Sultan. Will swap for any Plymouth base or ship in long refit.

CEM1 P. Gardiner, H.M.S. Abdiel (Rosyth). Will swap for H.M.S. Aurora or any frigate due for deployment.

AB(R) Donaldson, Beatty Junior Rates, BRNC Dartmouth. Drafted to H.M.S. Jupiter (Devonport based), May 22. Wishes to swap with AB(R) due to join or already in H.M.S. Cardiff.

MEM1(AMC) R. J. Paxton. Due to join H.M.S. Scylla (Chatham), July. Wishes to swap for Portsmouth ship or shore-base. Apply 478 Portsdown Park, Portsmouth, or phone Cosham 84854.

AB(R) P. Leader, H.M.S. Brighton (refitting in Devonport until late 1978). Will swap for similar billet in Portsmouth. Will consider sea draft.

RO1(W) P. R. Lee, 3E Mess, H.M.S. Blake. Due to deploy. Will swap for any Portsmouth or Plymouth ship in or going into refit.

PEMBROKE PLEA

The 75th anniversary of the opening of the Royal Naval Barracks, H.M.S. Pembroke, Chatham, will be celebrated on April 30. To assist him in compiling a record for the anniversary, Lieut.-Cdr. G. Read, wardroom mess manager, H.M.S. Pembroke, would welcome any old photographs of the barracks or its company. These can be returned, if required.

Hermione party visits Kendal

After completing an assisted maintenance period at Devonport, H.M.S. Hermione underwent sea training in preparation for a period of weapon training before her next deployment.

A party of ten officers and ratings visited Kendal, Cumbria, the ship's affiliated town, where the programme included industrial and scenic tours, social events, and an inspection of the town's Sea Cadet unit, T.S. Royalist. Cadets from the unit were invited to spend a week in the ship brushing up their boat-handling and seamanship skills.

CHARYBDIS IN DAWN DRAMA

The skipper of a Brixham trawler which ran on to rocks near Prawle Point, South Devon, was rescued by the Wasp helicopter from H.M.S. Charybdis. The Leander-class frigate was completing a series of trials in the English Channel at dawn on March 12 when she received an emergency call. When she arrived on the scene the Salcombe lifeboat was standing by the stricken trawler, Yvette, and a breeches buoy had been rigged by the Coastguard.

The first lieutenant of the Charybdis, Lieut.-Cdr. Robin Bawtree, and Radio Operator Ian Jameson were flown ashore in the Wasp, piloted by Lieut. Roger Harrison. Three members of the trawler's crew were rescued by breeches buoy, but as the ship was being pounded by the sea the skipper had to be lifted to safety by helicopter.

Lieut.-Cdr. Bawtree was then winched down on to the deck to cut free the breeches buoy. The winch was controlled by LACMN Johannes Boulton.

The frigate H.M.S. Ajax and two Sea King helicopters from R.N. air station Culdrose went to the assistance of an Indian merchant ship, State of Kerala, which was in danger of being wrecked in Gerrans Bay, near Falmouth. The Kerala had defective steering gear and was dragging her anchor. Even with her engines at full ahead she was only just holding her own in the easterly gale gusting Storm Force Ten.

A towing messenger line was taken across to the Kerala by Sea King, but before the tow could be passed from the Ajax the vessel surged ahead, towing her anchor. The Ajax, also dragging her anchor was unable to move to seaward without risking a collision, but fortunately the Indian vessel eventually passed clear and

the Ajax, by then within a few cables of shore, was able to move into deeper water.

In her first week at sea after a three-year refit, the Exocet frigate H.M.S. Sirius helped the Plymouth trawler Elly Gerda to limp into Looe. In the following week she went to the assistance of the Scottish trawler Rosemary and prevented her from going aground on the Mew Stone.

The offshore protection vessel H.M.S. Orkney took part in the search for the fishing vessel Enterprise, which went missing in the North sea with a crew of eight on board. An R.A.F. Nimrod helped the Orkney and fishing vessels to comb an area of 1,800 square miles.

A dinghy from the minesweeper H.M.S. Walkerton took four Russian sailors to safety when their small boat was caught in rough seas off Falmouth. They were on their way back to the factory ship Antarktika, after a shopping expedition ashore. The Falmouth lifeboat rescued two other Russians from the boat.

Sailors from the minesweeper H.M.S. Brinton joined fishermen on board the Crimson Arrow to help bail out the 70ft. vessel after she had hit a submerged object ten miles south-east of Wolf Rock.

BEAUTY QUEEN'S PLEA TO THE NAVY

Who'll make Carol's dream come true?

Eighteen-year-old jewellery consultant Carol Barlow (right) is a real pearl in the world of beauty, with a string of international honours to her name.

But there is one crowning glory which would really add extra sparkle to her life... adoption as a "pin-up" by the Royal Navy.

Carol's dazzling looks and scintillating personality have already led to her being voted Miss Top Teen of Great Britain, runner-up in the Miss Young International contest in Tokyo and runner-up in the Miss Teenage Intercontinental contest on the South American island of Ariba.

Her latest home-town triumph was to be voted Miss Stoke-on-Trent and it is in this capacity that she wishes to link up with the Royal Navy.

When she was told that the Service might be able to help, Carol was "over the moon".

Any ship, submarine, or establishment willing to make Carol's wish come true is invited to contact the honorary organizer of the Miss Stoke-on-Trent contest, Mr. Ray Pusterla, at 377, Stone Road, Trentham, Stoke-on-Trent (Telephone 0782-657470).

Don't get injured in the rush!



Picture: Staffordshire Sentinel Newspapers Ltd.

Discovery offered as gift

H.M.S. *Discovery*, the wooden-hulled ship used by Captain Scott on his first Antarctic expedition from 1901 to 1904, is on the disposal list. A survey has revealed the need for an extensive — and expensive — refit.

The Ministry of Defence, loath to scrap this historic vessel, have announced that they would happily give the *Discovery* to anyone who could preserve her.

Specially designed and built for Antarctic exploration, the *Discovery* is 172ft. long at the waterline and displaces 1,620 tons. After Scott's expedition she was used as a supply ship by the Hudson Bay Company and then, during the First World War, by the French Ministry of Commerce. In 1929 she was used on an Antarctic expedition under Douglas Mawson and then laid up until given to the Boy Scouts Association in 1937.

She was used by the Scouts until 1955 when the Admiralty took her over as a drill ship for the Royal Naval Reserve. With the reduction of the R.N.R. this function has now disappeared, which is another reason for the Ministry's disposal decision.

Moored on the Thames, the *Discovery* is usually open to the public on weekday afternoons.

FILMS for the FLEET



Jacqueline Bisset: In-depth acting above and below the waterline.

DIVING BELLE!

Beauty and suspense under the ocean

Realism is still the watchword in the cinema. A production team went to great lengths — and depths — to achieve it in "The Deep," one of the latest list of films to be released to the Fleet by the Royal Naval Film Corporation.

The thriller about wrecks and treasure, based on Peter Benchley's best-selling novel, was filmed in four oceans at depths of 60 to 100ft. on locations in the British Virgin Islands, Bermuda, and off the Great Barrier Reef of Australia.

And the filming became an adventure in itself, with new production techniques designed to capture suspense, beauty and terror above and below the ocean.

Nearly 40 per cent. of the film takes place underwater and another 15 per cent. on the surface.

Versatile

The stars, Robert Shaw, Jacqueline Bisset, Nick Nolte and Louis Gossett, had to learn to dive and then to act under the water. The director, producer and director of photography also learned to dive, joining an experienced and versatile underwater crew.

Just for the record, the stars, production team and supporting players made a total of 9,895 dives, spent 10,780 man-hours beneath the surface and consumed 1,054,000 cubic feet of compressed air during the filming.

Here is the full list of R.N.F.C. releases:—

Death Race 2000 (X) — David Car-

radine, Simone Griffeth, Sylvester Stallone. Thriller-fantasy set in the year 2000. After a great depression, the people of the United Province of America look forward to the Annual Transcontinental Death Race. Brent Walker. No. 533.

The Deep (A). — Robert Shaw, Jacqueline Bisset, Nick Nolte. Two amateur divers bring back unusual souvenirs from the wreck of a World War II freighter, which, it is discovered, must have settled directly above an ancient Spanish wreck. Columbia-Warner. No. 534.

Outlaw Blues (AA) — Peter Fonda, Susan Saint James. While serving a short-term prison sentence, a young man writes a song that set him on the way to becoming a country-and-western music star. Columbia-Warner. No. 535.

The Duellists (A) — Keith Carradine, Harvey Keitel, Albert Finney. Two officers of the French Hussars fight a series of duels whenever they meet during the time of the Napoleonic Wars. CIC. No. 536.

The Domino Principle (AA) — Gene Hackman, Richard Widmark, Candice Bergen. The Domino Principle is the irretrievable force of chain reaction and this is the story of how an ordinary man was manipulated. Viscom. No. 537.

HOLT SCHOOL

WHITTINGEHAME, By HADDINGTON, E. LOTHIAN

Headmaster
J. L. W. READ,
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Founded in 1927

Registered by
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Committee



An independent boarding school for boys aged 8 to 18, standing near the Lammermuir Hills equidistant from Haddington and Dunbar. Both Berwick-upon-Tweed and Edinburgh are less than an hour's drive on the A1.
Excellent games facilities over 45 acres of grounds.
Many extra curricular activities including Y.F.C.
A wide selection of subjects to S.C.E. Ordinary and Highers, or Oxford G.C.E.
Small classes and a fully qualified staff.
Well-equipped laboratories and metalwork shop.
Moderate fees but a special reduction in addition to service grants will be considered for service personnel.
Boys from Preparatory, Primary and Secondary Schools with at least average intelligence and academic ability are eligible.
Entry is by an interview, where possible, and consideration of recent school reports.
The school arranges transportation for overseas students to and from Edinburgh Airport.
Parents are invited to write or telephone for a prospectus from the Bursar, Lt. Cdr. C. H. Griffiths, M.B.E., R.N. (Ret.).
TELEPHONE STENTON 247 (S.T.D. 036 85)

SEPTEMBER VACANCIES

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OFFERS A LIMITED NUMBER OF
BOARDING PLACES FOR BOYS

AGED 8-16 YEARS

SCRATBY, NORFOLK
(Est. 1898. Recognized by D.E.S.)

Apply immediately to:

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ST GEORGE'S SCHOOLIndependent School
for Forces Children

Wymondham, Norfolk
Places for Autumn Terms 1978

A new independent boarding and day school, specially for the needs of Forces' families. Boys, aged 8 to 18. G.C.E. and C.S.E. exams. Traditional teaching and discipline, in good atmosphere. Courier service to and from school; facilities for caring for children through holidays. Sensible, reasonably priced uniform. Very large reductions in fees for Services' children.

Prospectus: Admissions Officer,
'Coveys Ley,' Moats Tye, Combs,
Stowmarket, Suffolk

Make your last
year at school
interesting,
exciting and
productive

**INDEFATIGABLE**

Founded 1864

(Patron HRH The Duke of Edinburgh)

recognised by, and in receipt of a grant from, The Welsh Education Office.

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Most boys proceed to the Royal Navy or the Merchant Navy but the development of character and self-reliance at INDEFATIGABLE is equally suited to life ashore. A year at INDEFATIGABLE entitles a boy to six months' remission of sea service towards the various Merchant Navy certificates.

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Drafty's Corner

Hey look, that's ME!

It is more than a year since the last contribution to the Navy News by the Marine Engineering drafters. In that time the whole ME management team at H.M.S. Centurion has changed, so it might interest you to know just who is drafting you now and will be doing so for the better part of the next two years.

Your Drafting Commander is Cdr. P. L. Keenan, an SD officer who joined the Navy as an ERA apprentice in 1942 and was commissioned in 1955. He still tends to think in terms of stokers and ERAs rather than MEMs and MEAs, but (in spite of being a bit long in the tooth) has been closely involved in a number of projects associated with the Engineering Branch Development about which you will have read in recent DCIs.

He well remembers the AFO (now known as DCIs) issued when he was an ERA which transferred responsibility for electrical equipment in machinery spaces from the Purple empire to the then newly-formed Green empire, resulting in his giving up responsibility for amps and ohms and going back on the watchbill.

The wheel has gone full circle and once again we are to be responsible for electrics. Don't let it worry you. Most of those now serving will not be affected by the change; your jobs will remain the same, although there may be some changes to titles. Those joining the Royal Navy in the future will, however, be trained electro-mechanically so that no longer will the cry go up "Send for a Greeney" when the fan won't start.

Apart from being in overall charge of the ME Drafting Section, Cdr. Keenan is personally responsible for appointing all Fleet Chiefs in the branch and for directing the allocation of junior MEAs and Mechanicians (P) for sea training.

Lieut.-Cdr. Norrie McNaughton is Drafty for all CMEAs, CMEMs, MEAs and MEMNs. He joined H.M.S. Centurion last November after completing two years as senior engineer of H.M.S. Hermes. He joined the Navy in 1953 as an artificer apprentice, was commissioned on the Special Duties List in 1968 and transferred to the General List in 1973.

Experience

Lieut.-Cdr. Ian Tilbury, who runs the MEM Drafting section, came from H.M.S. Sultan where he ran the Harbour Training ships. He also is an SD officer and has been the marine engineer officer of three of the 15 ships in which he has served.

The officers in your drafting section have a wide range of personal experience covering almost

every ship in which you are likely to serve. They are only too well aware of the problems of separation, disturbance, and children's education and try to use that experience to ensure that your draft or appointment is as fair as it can be.

You will have noticed that all your drafting officers are Marine Engineers and they provide their particular knowledge to your Branch to the drafting of every one in the Branch. They are supported in their task by an expert team of Writers — one chief, three petty officers, three leading hands, two writers and three WRNS writers. They are the people who do the donkey work and make the drafting officers stick to the rules. Your regulator talks to them when arranging reliefs.

The ME Drafting Office is a happy one. We enjoy our job and endeavour to put square pegs into square holes so that you enjoy your job.

A word about Mighty B

You will all know by now that the "Mighty B" is being recommissioned. Quite a few of you will have received Draft Orders to join her, having been moved from what you thought was your permanent niche ashore before next being due for sea. The need to move you is regretted, but necessary: it takes a lot of men to bring forward a ship the size of H.M.S. Bulwark.

Service in the Bulwark counts as shore service for the remainder of this year and if you look at the DO which originally put you ashore you will see that near the top in the section marked Type of Service, it says Shore. In paragraph three it says "Estimated duration in this Type of Service." That means exactly what it says — the estimated duration of service ashore, NOT estimated duration of service in the job to which you are being drafted. Hence men drafted to the Bulwark for this year have either been drafted direct from sea, if they are due to go to sea again next January, OR are those who are already ashore and are due for sea in January next year. The shore time you are due cannot necessarily be served in your preference area.

"Old Ships,
were you?"



A number of you will have been drafted out of your preference areas for your shore service and find this difficult to understand when you know full well that there are vacant billets in your preference area. The root of the problem is that there just are not enough of you to fill all the billets in all areas. Drafty is obliged to try to keep all areas to certain minimum levels of manning and hence some of you Guzz natives find yourselves serving in Scotland where there are nothing like enough preferences to fulfil the needs of places like Faslane.

Many of you ask to return to your preference area after serving a year unaccompanied outside your preference area. This creates a lot of drafting turbulence because twice as many have to be drafted each year as would be necessary if you were to make the best of a bad job, go native, enjoy the huntin', shootin', fishin' and ski-in' and be almost certain of spending the whole of your next draft ashore in your preference area. So those of you can move your families with you when drafted out of preference help both Drafty and yourselves in the longer term.

NAVY 'AT HOME' TO ROYALTY

Queen Elizabeth the Queen Mother visited the Daily Mail Ideal Home Exhibition at Olympia on March 6. At the Royal Navy stand she was welcomed by the Director of Public Relations (Navy), Capt. D. C. Blacker.

The stand was manned by sailors from various shore establishments in the U.K., led by Lieut. Peter Fryett (officer-in-charge, R.N. stand). Also in this picture is the Hon. Vere Harmsworth, chairman of Associated Newspapers, and his wife.

Picture: CPO(Phot) B. Robertson.

SHIPS OF THE ROYAL NAVY

H.M.S. Guernsey, the Island class offshore patrol vessel, is the first Royal Navy warship to bear the name since 1801.

A sloop ordered in 1861 and a destroyer ordered in 1944 were to have carried the name, but neither was actually built.

First Guernsey was a 22-gunner built as the Basing in 1654 and broken up in 1693. Three years later the second, a fourth-rate 48-gunner, was built; her long life, which included a rebuilding and later conversion to a hulk, ended when she was sold in 1786.

The third ship, a fifth-rate 32-gunner, bore the name for only a year. Built as the Aeolus in 1758, she was re-named Guernsey in 1800 and broken up in 1801.

The present ship, fourth of seven Island class offshore patrol vessels to be built for the Royal



No. 269

Left: H.M.S. Guernsey at sea off Aberdeen during contractors' sea trials.

Picture: Studio Morgan

GUERNSEY'S PRIDE

Navy by Hall Russell and Co., Ltd., of Aberdeen, was laid down on May 14, 1976, and launched by Lady Martin, wife of the Lieutenant Governor of Guernsey, Vice-Admiral Sir John Martin, on February 17, 1977.

She was handed over to the Royal Navy on September 22 and commissioned at her base port of Rosyth on October 28.

In December, during her first official visit to the Channel Island from which she takes her name,

she was presented with a solid silver, ten-inch rose bowl, a crest of the island's coat of arms, and £5,000 for her Welfare Fund.

In return, the Guernsey presented the island with the

Ensign hoisted on the day of her commissioning — which has pride of place next to the island's Liberation Flag — an inscribed table lighter, and £40 for charity, raised in a sponsored swim.

The Guernsey, commanded by Lieut.-Cdr. C. P. B. Welland, includes fishery protection and oil rig surveillance among her duties. **Battle honours:** Lowestoft 1665, Texel 1673, Lagos 1759.



Facts and figures

Displacement: 1,200 tons. Length: 195ft. beam: 36ft. Propulsion: Two diesels, single shaft, controllable pitch propeller. Speed: At least 16 knots. Endurance: 7,000 miles at 12 knots. Armament: One 40/60 Bofors, two general purpose machine guns. Complement: Five officers, seven senior ratings, 23 junior ratings.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Achéron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Gratton (No. 1), Gratton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun,

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Kilisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Marxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiaid, Newcastle, Newfoundland, Norfolk, Nubien, Oboron, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoenix, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Roquair, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberon, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu.



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JACK

by TUGG

EMPTY SEAS AFTER ARK

As an ex-LAM(O) with service in H.M. ships Albion and Eagle, I read with interest of the impending paying-off of H.M.S. Ark Royal.

New policies and requirements favour the anti-submarine cruiser — an inevitable progression, no doubt — but Navy Days just won't be the same without the carrier's superstructure casting its giant shadow over the visiting hordes.

A day in the working life of a flight deck is an unforgettable experience, being both exhilarating as well as a little frightening, with the opportunity for mishap in constant attendance. It is a place where the skill and discipline which are the hallmarks of all branches of the Service are very much in evidence.

The seas will seem more than a little empty without these Titans among warships.

David A. Alabaster
Irthlingborough,
Northants.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Letting loss not all bad

I would agree with POMEM Deeprose (February) that letting one's house is a potentially harrowing experience, but I fail to see how he can claim to be £30 poorer for his draft to Gibraltar.

His mortgage repayment (the actual amount is irrelevant) is a commitment whether he is living in the house or not. What should only be considered, there-

fore, are his additional outgoings caused by having to rent a married quarter in Gibraltar, compared with his additional income as a result of letting his own house.

His extra outgoings are £41 a month (his married quarter rent), plus £35 a year interest on a loan — say £3 a month. Thus a total of £44.

His extra income is at least £36 (£55 rent from MOD Navy for his own house, less tax of a maximum of £19).

He is, therefore, out of pocket to the tune of at most £8 a month (£44, less £36). This loss is a maximum figure, for it is rare that the taxman will claim tax on every penny of the income earned from rent. Not included in this calculation is the petty officer's non-taxable income from LOA.

By letting his property to MOD Navy he is, in return, virtually assured of repossession on demand and can sit back happy in the knowledge that his property will be carefully looked after, or if not, then the damage will be made good at no cost to him. Meanwhile, he knows that the value of his property will be appreciating in his absence at, currently, 10 per cent plus per annum.

R. G. Allen

Plympton,
Devon.

Question of morale

I disagree with statements that morale is still extremely good in all three Services.

Servicemen responded well in the firefighting emergency firstly because they were ordered to do the job (they can't strike), and secondly because they always get on and do the job — and cheerfully too.

Service wife

Gosport,
Hants.

ASSISTANCE TO AUTHORS

In 1980 H.M.S. Excellent will be celebrating the 150th anniversary of its commissioning as the Royal Navy's gunnery school. Capt. John G. Wells has undertaken to up-date and republish "The House That Jack Built", the story of H.M.S. Excellent published by the late Cdr. R. T. Young in 1955. Capt. Wells would be grateful for recollections and anecdotes about Excellent and Whale Island. They should be sent to him at High Firs House, Liss, Hampshire GU33 7NJ.

Mixed crews do work!

in all those years that could be blamed on having women on board. If you act like a lady, you'll be treated like one.

Are men of the Royal Navy so different?
Judith M. L. Godfrey (Miss)
RNXS

Torquay,
Devon.

What about a union?

More and more we hear about unions for the Services and often M.P.s and senior officers say that Servicemen do not want a union. Who says? Have they asked enough people?

I am sure we do not want the right to strike, but what about a powerful body to negotiate pay

and conditions, extra money for duties, sea time, overtime, and so on.

POGI

Portsmouth.

As mentioned before, Navy News has been told that "attitude surveys" involving naval personnel have indicated that many of all ranks and rates have said they do not believe that a union would be of benefit to the Services.

But Ark could live on

It does seem a great pity that the name Ark Royal should drop out of the Navy List when, as now seems almost certain, she pays off for the last time later this year.

So why not change the name of the first of the anti-submarine cruisers — H.M.S. Invincible, now building — to Ark Royal and so perpetuate in service what is probably now the most famous ship name in naval aviation history?

Invincible is a very fine name, but it has no obvious connections with naval air. It is not unknown for ships to change names. After all, the present Ark began under the name of Irresistible.

John Winton

Llandyrnog,
Denbigh.

'It suits you, son'



When OEA APP Andrew Shirley reported for submarine escape training at H.M.S. Dolphin, he received some fatherly advice as he was being "fitted out" with an escape immersion suit.

It came from one of the experts in the submarine world — Andrew's father, CPO (COXN) John Shirley. CPO Shirley has been a submariner since 1954 and is responsible for equipment maintenance at Dolphin's Training Tank.

As technical adviser in the making of a submarine film shown to all trainees, it was not surprising that son Andrew successfully completed his escape training course.

Picture LA(Phot) Chad Toyer.

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NEW ADMIRALS

Two promotions to admiral were announced in March. Vice-Admiral Sir Gordon Tait, at present Second Sea Lord and formerly Flag Officer Plymouth, was promoted to the rank on March 14.

A fortnight later, on March 28, Vice-Admiral Sir Richard Clayton, Controller of the Navy and formerly Flag Officer Second Flotilla, was also promoted admiral.

Vice-Admiral Sir Lancelot Bell Davies, who in 1975 became Representative in Europe of the Supreme Allied Commander Atlantic, is to be commandant of the NATO Defence College in July.

Three promotions to flag rank are also announced.

Capt. R. E. C. Kennon is to be Assistant Chief of Naval Staff (Policy) in June in the acting rank of rear-admiral and is to be promoted rear-admiral on July 7.

He served as assistant secretary and military assistant to Admiral of the Fleet Earl Mountbatten, later was Secretary to the First Sea Lord, and then took command of H.M.S. Pembroke before becoming Director of Naval Administrative Planning.

Capt. D. O'Hara is to be promoted rear-admiral on July 7 and to be Chief Staff Officer (Engineering) to C-in-C. Fleet in August.

He has served as MEO in H.M.S. Bulwark and, as a captain, was Production Manager, Gibraltar Dockyard. After an appointment as Assistant Director in the

Appointments

Ship Department, he became Director of Naval Officers' Appointments (Engineering).

Capt. C. B. Williams is to be promoted rear-admiral on July 7 and to be Flag Officer Medway and Port Admiral Chatham in August.

As a lieutenant he was MEO in MTB 5559, the first naval gas turbine vessel to go to sea, and later, as a commander, was MEO in H.M.S. London. More recently he has held the appointments of Deputy Manager Portsmouth Dockyard and Superintendent Base Support of Faslane, before becoming commanding officer of H.M.S. Sultan in 1975.

Rear-Admiral B. J. Straker, Assistant Chief of Naval Staff (Policy), is to be senior Naval Member of the Directing Staff Royal College of Defence Studies in June.

Other appointments recently announced include: Capt. M. A. George, As Assistant Chief of Staff (Ops and Training) Central Military Planning Staff CENTO, September 1 (To serve as commodore).

Capt. J. J. Streetfield-James, Defence Adviser Ottawa and Head of BDLS Ottawa, April 18 (To serve as commodore).

Capt. C. N. MacEacharn, Neptune in command and as Commodore Clyde and Port Commodore Faslane, May 16 (To serve as commodore).

Capt. J. A. B. Thomas, Director of Naval Equipment, August 4. (To serve as commodore).

Capt. A. R. Barnden, Galatea in command and as Capt. F1 August 29.

Capt. R. O. Tordoff, Captain of the Port Rosyth and QHM Rosyth and Cromarty, May 11.

Capt. N. J. S. Hunt, Dartmouth in command as Captain Britannia Royal Naval College, October 21.

Capt. M. L'E. Tudor-Craig, Sirius in command and as Capt. F6, August 5.

Cdr. M. J. Howitt, Bulwark in command, May 16.

Cdr. N. E. Rankin, Bacchante in command, March 6, 1978.

Cdr. M. F. Bird, Diomedes in command, August 30.

Cdr. P. G. J. Murison, Eskimo in command, August 24.

Cdr. I. D. MacKenzie, Nubian in command, April 28.

Lieut.-Cdr. P. M. Franklin, Tartar in command, March 21, 1978.

Lieut.-Cdr. K. J. M. Ayres, Shetland in command, June 23.

OBITUARIES

G. M. Sandy, LSA, H.M.S. Fearless, February 25.

J. D. Holbrow, CEM1, H.M.S. Eskimo, March 8.

T. P. Saxton, AB (R), H.M.S. Eskimo, March 18.

R. H. N. Saunders, Ex-FCAMN (AE), February 19.

G. Cusworth, Ex-LREM (FAA), R.N.A.S. Brawdy 1962, March 7.

Admiral Sir Henry Ruthven Moore, Died March 12. Served as Vice-Chief of Naval Staff, Commander-in-Chief Home Fleet, and Commander-in-Chief The Nore.

HIGH TREES SCHOOL HORSEHILLS, HORLEY, SURREY

Independent boarding and day preparatory school for children aged 5-13 years. Situated in beautiful Surrey countryside only 2 miles from Gatwick airport. Preparation for public school and other entrance examinations. The school has a homely atmosphere and specialises in looking after children from Service families and remains open during Christmas and Easter holidays. The school is co-educational to enable brothers and sisters to be educated together. Special fees concession for the armed forces.

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TWO PAGES FOR FAMILIES



Baby of the Fleet!

"If you'll just put me down I'll show you what a strong lad I am," might be what eight-week-old Malcolm Paterson is trying to tell his Dad, LCK Ronald Paterson. The occasion was his christening only three hours after Dad's new ship, the patrol vessel H.M.S. Lindisfarne, was commissioned at Rosyth.

Picture: The Scotsman

Don't take schools for granted . . .

To ensure continuity of school for their children during careers which may take parents to many parts of the country, and overseas as well, a considerable number of Servicemen and their wives choose to place their offspring in boarding schools.

This is essentially a personal matter for family decision and, with the particular problems of Servicemen recognized, Boarding School Allowance is payable to help parents who choose this as the best course.

On the evidence of advertisements appearing in the columns of Navy News and other

Service publications, the choice of independent boarding schools is wide, and there is also the impression of growing competition to attract Service children.

The Department of Education and Science maintains a list of registered schools regarded as satisfactory from the point of view of buildings and other

facilities, while a school can also be recognized as academically efficient, although it is understood that some changes in these recognition arrangements are to be made shortly.

The rules regarding eligibility for Boarding School allowance vary slightly from Service to Service, and the question of school recognition and other matters is at present under consideration.

Meanwhile, it remains a wise policy for a Serviceman anticipating taking benefit of the allowance to establish before finally committing himself to any particular school that it is one for which grants are payable.

The current allowances are £1,062 each for the first two children, £1,266 for the third, and £1,317 for the fourth and subsequent.

To continue to receive Boarding School Allowance, unnecessary changes of school should be avoided.

SAFABS ANSWER 10,000 QUERIES

Like the still-developing Naval Personal and Family Service, of which they are a part, SAFABs celebrated their first birthday on April 1.

During the past year about 10,000 queries have been handled by the SAFABs which were set up at Portsmouth, Plymouth, Rosyth, Faslane and Chatham.

Many of these have been a question of information — and there is an abundance of this available, including Fact Sheets — while some matters, at the request of those concerned, have been passed on to be dealt with as welfare, social services or legal matters.

TWO MORE

A cornerstone of the SAFAB operation, however, remains that there is no "name-and-number" stuff and nothing is recorded. Only if someone agrees to personal details being noted so that a specific matter can be followed up is this done.

In addition to the main SAFABs, a miniversion was opened during the year in H.M.S. Osprey, and plans put in motion for another at Gibraltar.

Another development is that the staff of the Naval Personal and Family Service have been joined by six men and two women, all Service personnel, who are qualified social workers.

They are based in Portsmouth, Plymouth, Rosyth and Faslane assisting naval families who have sought the help of the NPFS over difficulties or



RIGHT ROYAL DAY

Among 1,500 guests who went to sea in H.M.S. Ark Royal for a families day on March 9 were the wife and children of Lieut.-Cdr. R. W. Ellis, commanding officer of 892 Naval Air Squadron. Father and family (complete with necessary ear defenders) line up in front of a Phantom aircraft in which Lieut.-Cdr. Ellis later left the ship as part of a spectacular flying display.

When the flying had to stop because of poor visibility there was music by the Royal Marines, splendid food and tours of the carrier. Then it was back to Plymouth after a full and exciting day for all the guests.



Picture: LA Chris McDermott.

So this is the meaning of amphibious . . .

Medway scheme to ease letting

Local authorities in the Medway and Gillingham areas are now willing to nominate tenants to whom naval personnel owning houses or flats in these areas can let their property furnished or unfurnished.

An advantage of the scheme is that the authority will guarantee to offer suitable alternative accommodation to the tenant when the owner requires re-possession.

If the tenant continues to occupy the property and legal proceedings are necessary, the authority will offer the owner alternative accommodation at normal council house rent until vacant re-possession is obtained.

Application could also be made for temporary occupation of a naval married quarter and this, it is understood, would be considered sympathetically, if available.

In general, the arrangements are considered to represent the best obtainable security for re-possession for the house-owner.

AGREEMENT

Owners must apply in writing to the appropriate council giving brief details of property and accommodation and whether furnished; expected period of letting; and some idea of rental expected.

The agreement to let (which should cover rent and rates and other outgoings, repairs, maintenance, notice to vacate and insurance) must be negotiated direct between owner and tenant and it is advisable to seek proper legal advice.

Applications should be addressed to Director of Housing Services, Medway Borough Council, Town Hall, Chatham, ME4 4SE; or Borough Housing Manager, Gillingham Borough Council, Municipal Buildings,

Gillingham, ME7 5LA.

A similar scheme is already operating in Plymouth, and it is now hoped to be able to arrange schemes in other port areas as well.

Opportunities for scholars

Each year Trent College, a public school at Long Eaton, near Nottingham, offers four bursaries of £405 a year for the sons of Servicemen.

The college is now also offering a scholarship of £450 (which can be increased in case of need) for an Army or R.N. child.

King Edward's School, Witley, Godalming, Surrey, can now award at least ten Forces bursaries each year, value £400 p.a. Boys or girls will be considered.

In each case, details are available from the headmaster.

Repossession parity?

A scheme may be introduced to give house-owning Servicemen the same rights of compensation from public funds as are already enjoyed by civil servants who find themselves unable to regain possession of their homes when they return to Britain at the end of an overseas posting.

This was announced in the Commons, where it was also stated there was a good chance of such a scheme being introduced from the beginning of April — the earliest that pay policy would permit.

No final decision could, however, be made until the report of the Armed Forces Pay Review Body had been considered by the Government.

"Up spirits" was the style of this scene during a break in mopping-up operations after the sea caused flooding in a number of married quarters at Eastney, Portsmouth, for the first time in memory.

Whipped on by strong winds, an unexpectedly high tide breached the sea wall. Altogether, the gardens of about 40 quarters were flooded, and the water got into about 14 of the properties to a depth of about a foot.

Pumping out and cleaning operations went on late into the evening and next day, and carpets had to be replaced. Sandbag precautions were taken in case the floods returned with more high tides, but fortunately this did not happen.

Seen taking a quick "tot" before getting on with the big mop-up are a few of the Royals and wives whose homes were affected.

All part of the service

A source of help for Service families which has been mentioned to us is the Royal British Legion.

Following the news item in February about a naval wife who became temporarily incapacitated after an accident at work, the chairman of a Royal British Legion Branch wrote to say that it is worth checking with your local legion branch to see if they can help you in such an instance — and this applies whether you are a Legion member or not.

"It's all part of the R.B.L. service," wrote ex-Inst. Lieut.-Cdr. Charles Wilkes, of Penkridge, Stafford.

Votes petition

More than 20 naval wives who attended a meeting at Gosport signed a petition asking that Service wives should be allowed to register as civilians on electoral registers.

Plan to stop removal inducements

It is not unknown for "certain" removal contractors to offer inducements to Service personnel when the cost of furniture removals or storage can be claimed against public funds.

Needless to say, acceptance of inducements is forbidden and now, as a "safety clause" for Servicemen, a new arrangement has been brought into force.

The contractor now has to certify in writing that no cash or other inducements are being offered, and this certificate must be included when the Serviceman makes his claim.

Tenders submitted without this endorsement will not be accepted.

Seen as a "safety clause" for the Serviceman, the certificate avoids any doubts that the regulations in QRRN might have been breached. The requirement is not intended to impugn the honesty of Servicemen but to prevent commercialism inadvertently involving the customer in a highly competitive industry.

Details of the certificate are contained in DCI(RN) 166.

HELPERS WANTED

Helpers are needed for a flag day being organized in Gosport on Saturday, July 29, in aid of the British Sailors' Society, which serves seafarers in many places at home and abroad.

Anyone who would like to help should contact the Area organizer, Margo Williamson, at Quarry Hill Cottage, West Harting, Petersfield, Hants. (Tel: Harting 316). She would also be pleased to hear from any wives willing to start a guild for the society in Gosport.

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawlerman, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

KGFS

King George's Fund for Sailors
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



Spring's in the air!

Pictures
by LA(Phot)
P. Birkett

Soccer, squash, and skittles . . . hockey and heaving . . . running and tugging . . .

Spring was certainly in the air in Gibraltar when the R.N. ships taking part in Exercise Spring Train arrived for their harbour period. An Olympiad

programme, comprising ten sports, was organized on a maxi-ship and mini-ship basis. Each ship was allowed to play a joker in one event

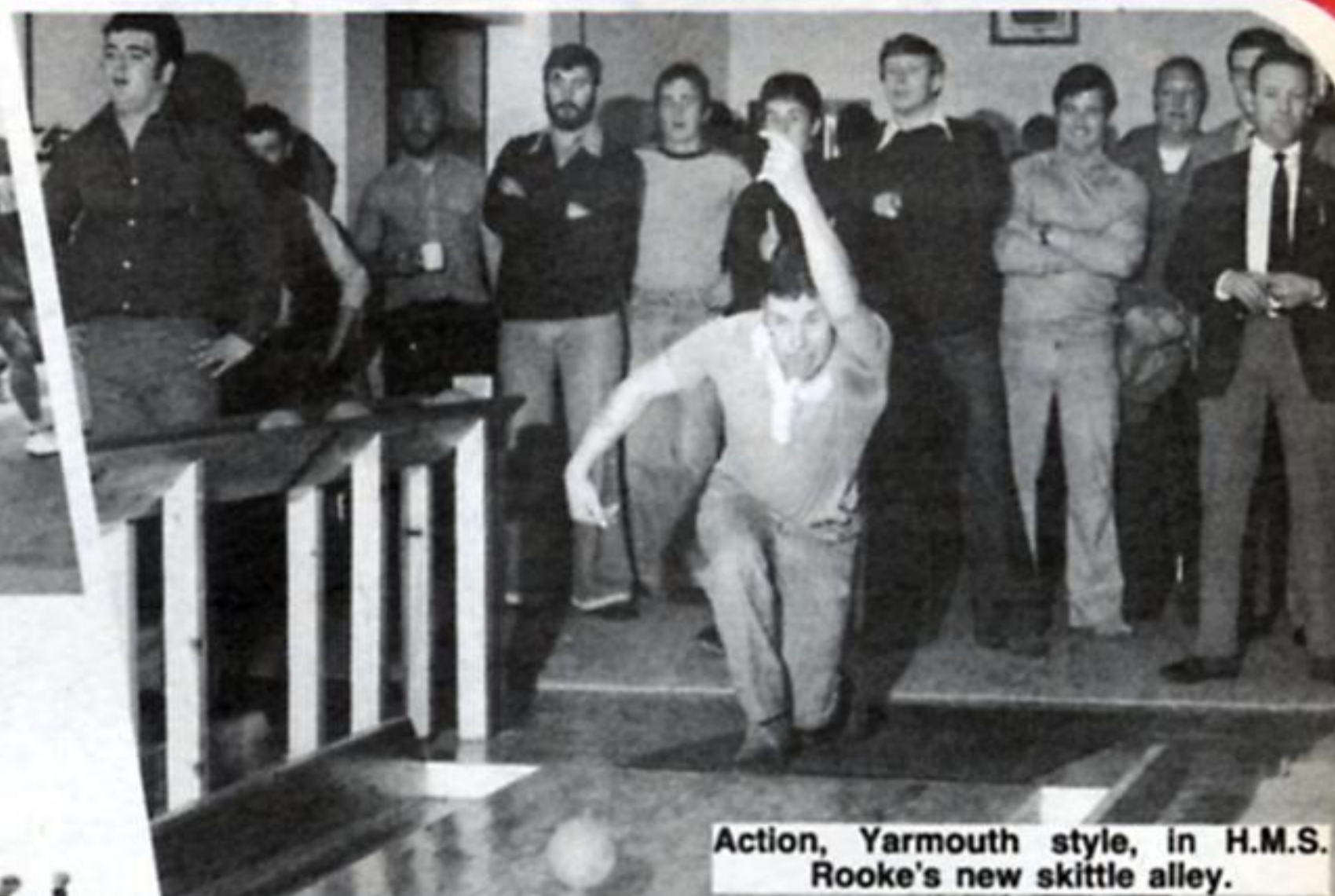
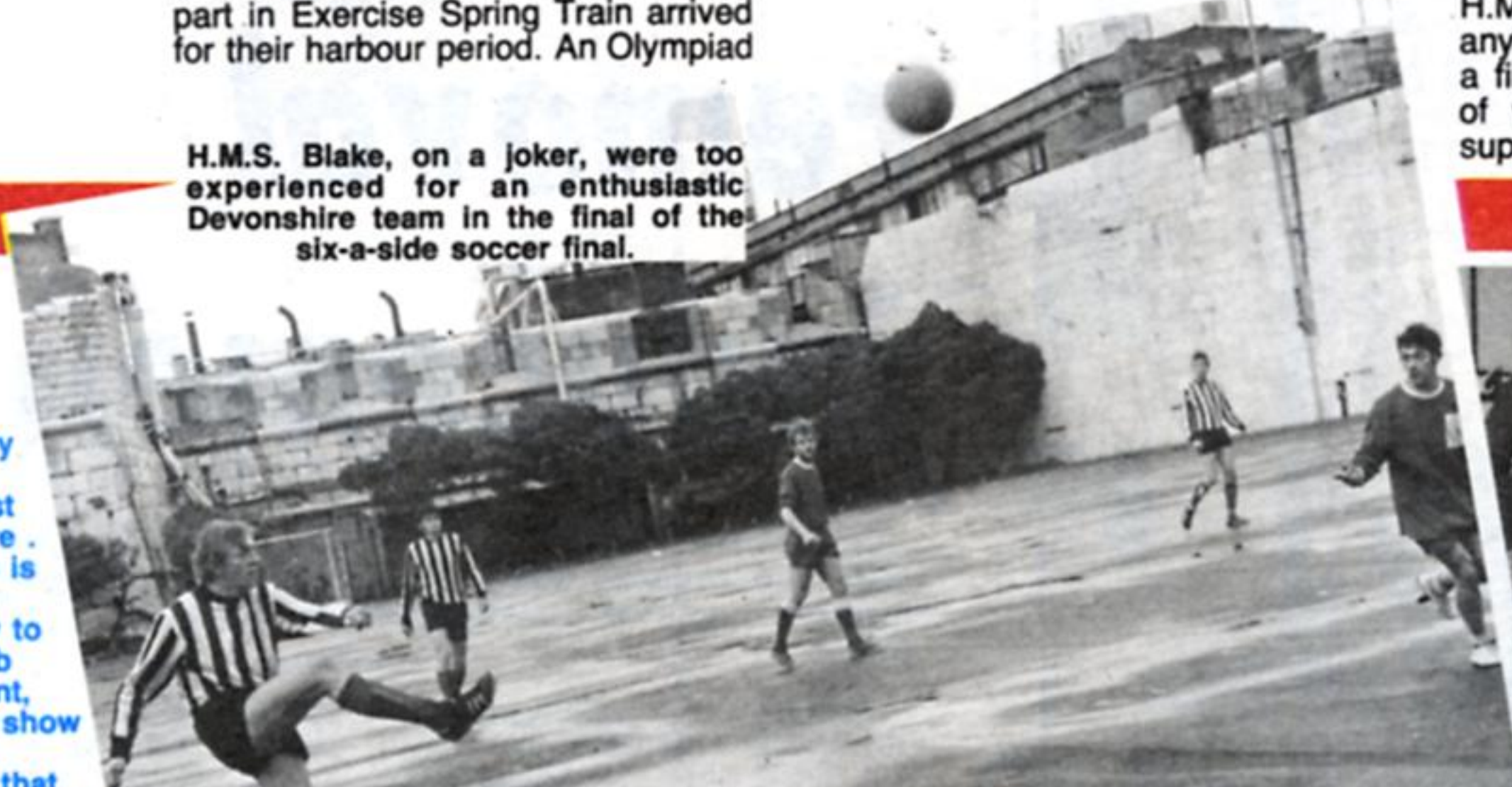
and, as in "It's a Knock-out," this doubled the points gained in that competition.

The maxi-ship section was a closely contested affair, won by H.M.S. Devonshire, who failed to win any of the individual competitions — a fine effort demonstrating the value of well-organized teams and keen supporters.

The midi-ship competition was almost a benefit for H.M.S. Yarmouth. Prominent in all sports, even against their maxi opponents, the Yarmouth took the lion's share of the individual prizes winning the line heaving, skittles, and six-a-side hockey against allcomers, and taking the pots in the midi-ship section of the Top of the Rock race.

H.M.S. Blake, on a joker, were too experienced for an enthusiastic Devonshire team in the final of the six-a-side soccer final.

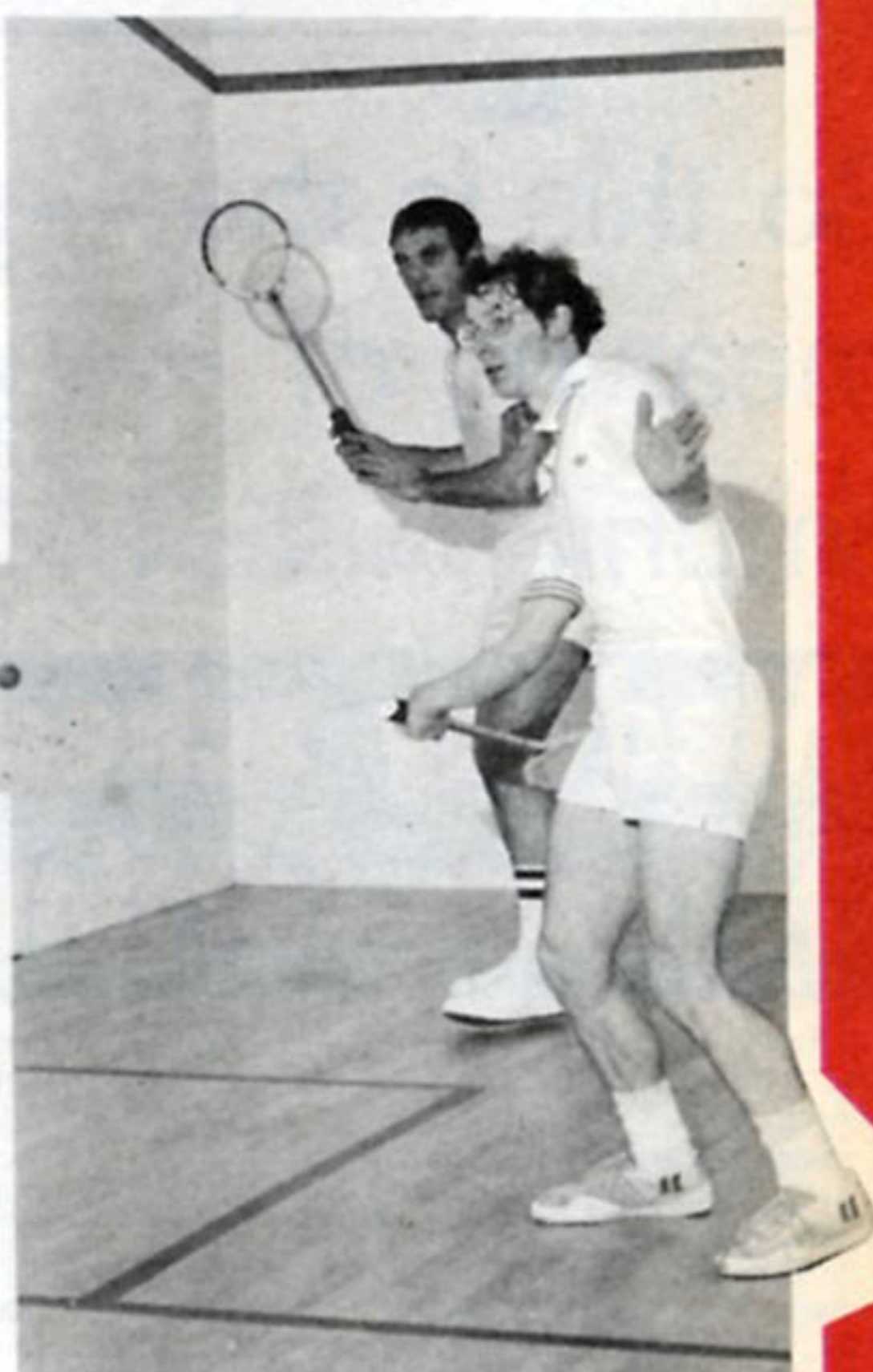
Below: LS Docherty (Yarmouth) gets his last line ashore. "Doc," who is leaving the Royal Navy to take up pub management, decided to show his future customers that he's pretty handy when it comes to throwing-out time! His winning throw measured 88 feet.



Action, Yarmouth style, in H.M.S. Rooke's new skittle alley.



Above: Despite their superior power and technique the mighty Hermes took a fall in winning the tug-of-war against slippery-fingered Devonshire!



Leading Cook Bill Duthie, nearest camera (H.M.S. Rooke) met Sub-Lieut. Bob Easson (H.M.S. Hermes) in the final of the Spring Train open squash competition, and won in straight games.



POAM Robert Hetherington (Hermes) scores his second Rook Race win in ten days. His victory in the Spring Train race, in a time of 21min. 25sec., gave Hermes double points in this joker event.

Above: A determined duo from H.M.S. London "sandwiched" this Yarmouth attack mounted by Lieut.-Cdr. Tim Burne during the six-a-side hockey final.

Right: After all the serious sport, the Chain of Command relay race provided some light relief. Devonshire "went Roman" and Cdr. G. T. Baynes demonstrated his new home-brew dispenser, cheered on by the Tiller Flat Girls!





The force ten draught

Ships Ale, like a storm force ten, is not the kind of thing you come across very often on dry land.

In fact, it's one of the strongest beers brewed. Stronger than ordinary bitter. Stronger than all but the most expensive special lagers.

Yet at a fraction of the price. It's one of the joys of being at sea!



Whitbread Duty Free Trade Division

ABOUT BOOKS

They paid in blood

Commandos of the Royal Marines today carry on the traditions of the elitist fighters whose daring heartened Britain in the darkest days of freedom, and who developed into spearhead forces for the great battles which turned the tide against Nazi Germany.

Early in 1942, discussions resulted in American soldiers going to the successful Commando Training Centre at Achnacarry in Scotland, the trainees becoming the 1st United States Ranger Battalion.

The incredible dedication of all these specialist troops is told in "Commandos and Rangers of World War II," published by MacDonald and Jane's (price £7.95).

One whose name will always be linked with the commando concept, Admiral of the Fleet Earl Mountbatten of Burma,

says in the foreword: "Today we are used to the exploits of 007, James Bond, but the story of these gallant raiders is even more exciting, for these were real men facing real life dangers."

Admiral Mountbatten says it is time their story was told, "and James Ladd (the author) has done it well."

However, "a green beret does not make you bullet-proof," and the commando dedication paid in blood for the ruthless dash which inspired their brothers and chilled enemy watchers

from Norway to the Far East.

Being a commando meant approaching an unknown shore at dead of night, landing craft beaching too soon on off-shore obstacles, choppy seas, boats slewing around, motors refusing to start, soaked equipment, minefield perils — and the knowledge that discovery would erupt a hail of shells.

Often they brought back equipment of priceless value to the Allied cause, as well as information on enemy terrain and defences. They tied down in a waiting role thousands of troops who could have been used elsewhere.

Mr. Ladd has carefully collated the

battle records, with numerous diagrams and photographs.

The dedicated student will switch back and forth from plans to text, in order to fully grasp the narrative, but the casual reader may find his mind swimming in a mass of fact and detail.

To suddenly become "lost" in a page, and still press on, in a sense symbolises the commando story. Time and again there appeared to be a totality of confusion or disaster, and yet somehow a few ground on to an objective and lived to tell the tale.

They made a vital contribution to Allied victory.

Sword in hand, Colonel Jack Churchill (right) leads his commandos ashore from an LCP(L) in an arduous training exercise.



"Ships on Stamps — Part One, The Royal Navy" covers issues since 1970, dealing with 234 stamps for 130 vessels. It complements the corresponding volume in series one, which is still available from Picton Publishing. The cost of their latest issue is £2. The address is Citadel Works, Bath Road, Chippenham, Wilts, SN15 2AA.

The story of the oil rig blown ashore in the Channel Islands is told in an excellent booklet which newspaper enterprise produced for sale only a week after successful salvage.

"Runaway Rig," by Dave Prignet, is a Guernsey Press publication, available for £1.10 (including postage). The address is 8 Smith Street, St Peter Port, Guernsey.

CONWAY MARITIME NEW BOOKS

New Naval Titles

CAMERA AT SEA 1939-1945 edited by the staff of 'Warship' A remarkable collection of the very best photography of the war at sea — ships, weapons, equipment, personnel and action shots, many never before published. The photos are reproduced large for maximum detail, and the book includes 16 pages of full colour.

The captions were written by an international team of naval experts including David Brown, Aldo Fraccaroli, Jacques Mordal, Antony Preston, Alan Raven, John Roberts and Anthony Watts.

12 1/4" x 8", 192 pages, 274 photos (24 in full colour) Available June £12.00 (plus 75p post and packing)

WARSHIP VOLUME I edited by Antony Preston

The hard-backed annual volume of the first four issues of Warship. Subjects covered range from the Lexington (CV-2) to the Kiev, from Italian battleships to Flower class corvettes, and from British destroyer appearance to German battleship armour schemes. Over 40 articles, 100 plans and diagrams and 200 photographs.

9 1/2" x 7 1/4", 260 pages, over 100 plans and line drawings, 200 photos.

Available April £9.50 (plus 50p post and packing)

WARSHIP 6 edited by Antony Preston

The latest issue of this popular quarterly journal devoted to the design, development and service history of combat ships. Articles include: British Type 15 'full conversions', cruiser electronics, USS California, Viribus Unitis class battleships, and further information on Tiger, Essex class carriers, and Tsushima. 72 pages, many plans, photos and tables.

Available April £2.25 per copy (including postage) or £9.00 for an annual subscription.

WARSHIP 'SPECIALS'

Available shortly, this new series is devoted to technical and historical aspects of warships. Written by acknowledged authorities, they are designed to provide the essential in-depth information and pictorial reference for all model-makers, wargamers and enthusiasts. The first two titles are *Battlecruisers* by John Campbell and *Super-Destroyers* edited by Antony Preston, which covers the big destroyer leaders of the Second World War.

Available July and September £2.50 (plus 30p post and packing)

MODERN HISTORY OF WARSHIPS by William Hovgaard A new limited edition of this classic work on the development of the warship from 1860 to 1920, covering all ship types and every major navy. 9 1/2" x 6", 500 pages, 210 plans and diagrams and 6 folding plates. £12.50 (plus 50p post and packing)

Please add the post and packing if ordering direct from:
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HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS . . .

Strictly for the birds . . .

Electrical mechanics from H.M.S. Collingwood spent a busy week-end in Chichester Harbour in appalling weather conditions, helping to provide homes for wild birds.

The sailors drove 6ft. stakes into the ground to provide a "key" for the build up of mud and shingle, which provides valuable resting areas for Brent geese, terns and other birds.

This conservation project is being organized by the West Sussex County Council's planning department.

H.M.S. Galatea was awarded the Dartmoor Charity Marathon Cup for the most successful service unit to take part in last year's Dartmoor marathon, organized by the Lion's Club of Plymouth and the Plym Valley Lion's Club. The unit from the Galatea raised the most money — £310 — an individual prize going to PO May.

During their one week's divisional activity LCEMs at H.M.S. Collingwood have been busy doing indoor and outdoor work.

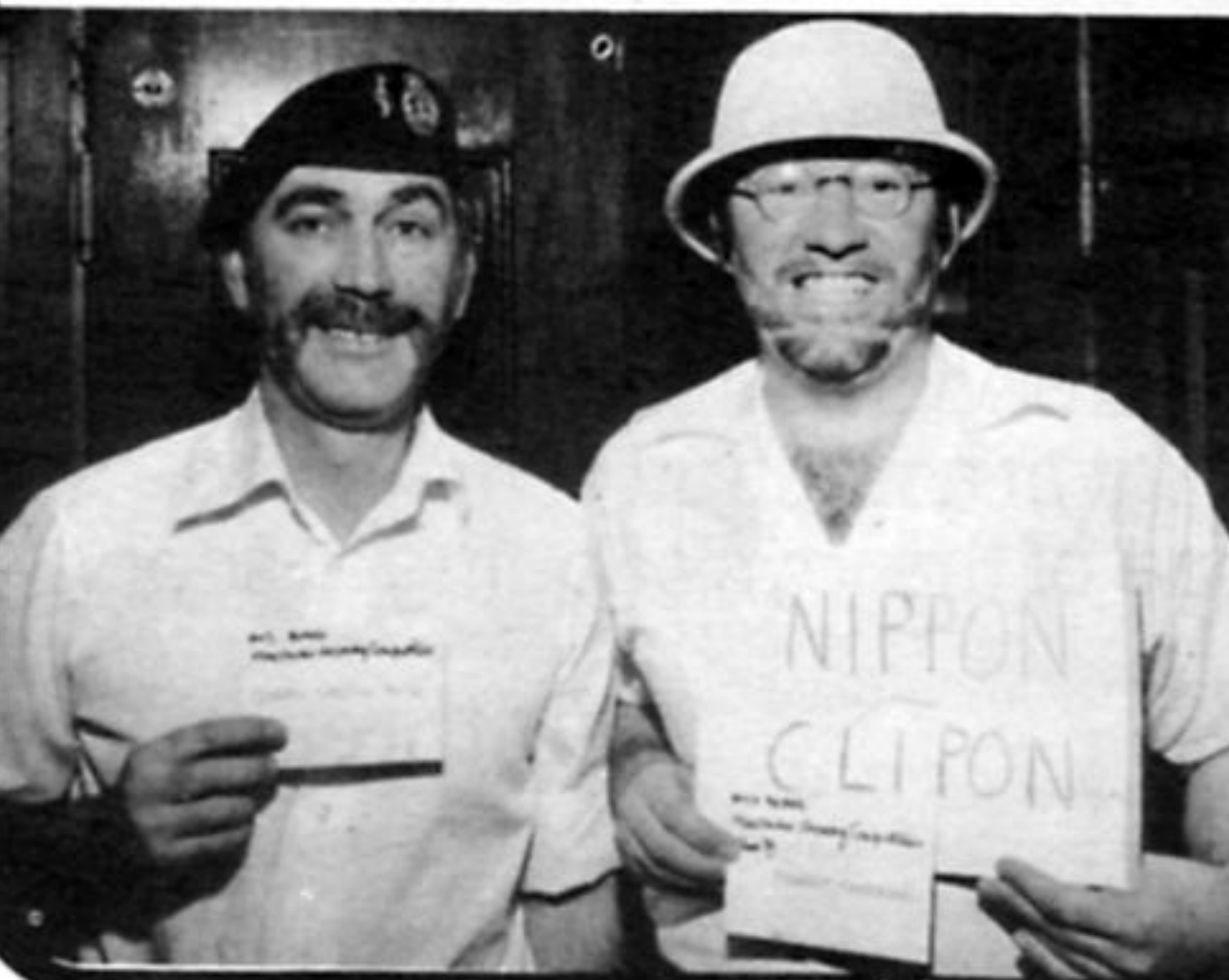
One group of 11 spent the week helping to build a riding enclosure at the Queen Elizabeth II Silver Jubilee Activity Centre for the handicapped, at Cricket Camp, Hamble. Another group spent the week painting and decorating the National Children's Home, Stokesmead, Alverstoke.

Work on the riding enclosure, which was carried out under the auspices of Eastleigh Borough Council, involved levelling stony ground, surfacing it with crushed refuse and erecting fences.

The centre will be used as an Outward Bound camp for the handicapped, who will be taught various skills such as horse riding.

Whenever H.M.S. Leander sails past Devil's Point, at the entrance to the Hamoaze, she gets an enthusiastic "farewell" or "welcome home" from the pupils of St George's C. of E. Primary School, Plymouth.

and the beards!



It makes a change from the pretty girl sporting a sailor's cap to show a handsome member of the POs Mess of H.M.S. Jupiter, modelling a striking hat, by courtesy of the Mayor of Middlesbrough. The Mayor and Mayoress were presented with £70 worth of toys by the POs Mess, for the children's ward of Middlesbrough General Hospital, when the Jupiter paid a visit to the ship's adoptive town.

The Leander's voyages are of great interest to the children and post cards from ports visited by "their ship" help to enliven geography lessons.

Top juniors were invited to spend a day at sea in the Leander on Wednesday, March 22. "The children are so thrilled. It promises to be the trip of a life-time for them," said one of their teachers before the Big Day.

A cheque for £2,800 was presented by the Chaplain of the Fleet, the Venerable B. A. O'Ferrall, to Canon Philip King, general secretary, South American Missionary Society. The cheque represented collections from Royal Navy Anglican congregations which will go to help the Reverend Bill Maxwell buy a minibus to assist him in his work in the Diocese of Chile. Dr. Maxwell, formerly served in the Royal Navy as a surgeon lieutenant.

It is not what grows, but how it grows, that won a prize for MEA(P) Jack Graves (left) and COEL Mo Morrison, in H.M.S. Blake's moustache growing contest. The contest was one of many schemes, including a sponsored bicycle ride and a "Sods Opera," which raised £1,000 in under four months for a guide dog fund. The cheque was presented on behalf of the ship by LS Brum Ravenhall to Mr. B. Winter, a dockyard employee, who is himself blind.

A team of engineers from H.M.S. Sultan designed and built a special treatment chair for the Radiotherapy Unit at St Mary's Hospital, Portsmouth, which would otherwise have cost more than £3,000.

When the hospital failed to find a firm capable of making the chair the problem was mentioned to the Engineering School's commanding officer.

Months of spare time work fitted in between instruction periods produced a tubular steel, adjustable chair exactly to the hospital's specification.

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OPERATION SNOWDROP



**I'll tak' the
high road
... and I'll
tak' the
low road**

Above: Sea King 305 makes use of the A838 south of Durness during Operation Snowdrop in northern Scotland. Below: A Wessex from R.N. air station Yeovilton on the roundabout outside Yeovil General Hospital after rescuing a man with a broken leg from a part of Somerset cut off by blizzards.



In the lounge bar of the Royal Oak in the landlocked village of Withypool, on the edge of Exmoor — and in remote spots all over the West Country — the toast was: "The Royal Navy!"

Withypool had been cut off by snowdrifts for more than a week — and a helicopter from R.N. air station Yeovilton had just "broken the siege" by dropping the first emergency provisions.

This was just one of many incidents in which the Royal Navy, along with other organizations, came to the rescue during the worst blizzards the West Country has known for 30 years.

Exhausting

As Royal Marines helped clear roads and rescue sheep in Devon and the R.N. married quarters at Houndston, Yeovil, were cut off for three days after the snow, Fleet Air Arm helicopters flew on exhausting series of mercy missions.

Aircrews from Yeovilton went to the rescue 18 times in one day alone. They helped others dig out an elderly man trapped overnight in his car and flew him to hospital in Taunton and rescued British Rail crews from stranded trains and council roadmen stuck in drifts in Somerset and Dorset.

Airlifted to hospital at Yeovilton were a mother-to-be, a man with a broken leg and a baby boy with a chest infection.

A R.N. helicopter from Portland carrying a gynaecologist searched for three hours to try to reach an expectant mother at Piddlehinton, Dorset — but the search was frustrated by low-lying fog. The baby was delivered by a retired doctor who had reached the mother's home on foot after other attempts by Land Rover, tractor and earth-mover.

Three Wessex helicopters of 771 Squadron, R.N. air station Culdrose, totalled 77 hours of relief work during the week they spent operating from Exeter Airport with other aircraft including a Royal Navy Wessex from Boscombe Down.

In all, the three Culdrose aircraft delivered 35 tons of supplies to farms and communities on Exmoor and Dartmoor, with the cabin crewman handling up to a ton of feedstuff per journey.



Above: Children of Chilton Cantello, Somerset, load up a Wessex from Yeovilton with milk for emergency drops in isolated areas of Somerset. Below: Cows tuck into hay as another load of cattle feed is delivered by 771 Squadron, from Culdrose. During the previous delivery, the animals were so hungry they charged the helicopter as it landed.

Picture: CPO Paul Yockney



Scottish relief task

As the blizzards brought chaos to northern Scotland 819 Squadron Sea King helicopter flew north to join Operation Snowdrop, a major helicopter relief task. Within 24 hours of the first call, five Sea Kings and many squadron personnel had detached from their base at H.M.S. Gannet (Prestwick Airport) to Lossiemouth.

With technical ratings working around the clock in Arctic conditions to keep the aircraft flying, the helicopters searched remote hillsides, delivered emergency supplies to farms and houses and transported mountain rescue teams and police.

● Helicopters from H.M.S. Daedalus helped a team repairing a burst water main in a field near Weymouth and rescued a horse from the bottom of a collapsed Isle of Wight cliff.

TRIBUTE BY MINISTER

A Service minister paid tribute in the Commons on March 14 to the work of the Armed Forces in the snow and floods in the South-West.

Mr. James Wellbeloved, Defence Under-Secretary, referred to the rescue operations in which 250 people were airlifted from their homes by 35 helicopters.

He said there were 160 drops of fodder to animals and more than 50 sorties with emergency supplies.

First dinner for WRNS officers

What is claimed to be the first dinner for serving WRNS officers was held in the wardroom of H.M.S. Collingwood, attended by more than 80 WRNS officers and their guests from all over the country.

Guest of honour was the Director WRNS (Commandant Vonla McBride), who toured Collingwood earlier in the day and was reviewing officer at ceremonial divisions.

Another of her visits has been to Portland, where she called on many departments.

Monthly pay?

Be ready with a Lloyds Bank account

Between August this year and August 1978 all Leading Rates and above will be going over to the system of monthly pay direct to a bank account. If you're one of the servicemen or women involved, you ought to think now about how you're going to manage your money.

For a start, get in touch with your local Lloyds Bank—Lloyds has branches at many Royal Navy establishments and so we've had a lot of experience helping people like you to manage their money.

We can help by giving you a cheque book which means you carry less cash around, regular statements showing how much money you have in your account, facilities for savings—on which interest is paid—and friendly advice when you need it. Allotments can be made through your account so that regular bills, subscriptions, etc., are paid automatically.

Be ready for your monthly pay. Call in at your nearest branch of Lloyds Bank now, or talk to your Supply or Divisional Officer about opening an account with us.



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Navy News

No. 286 24th year
Editorial and business
office: H.M.S. Nelson,
Portsmouth.

Telephones: Portsmouth
22351, ext. 24194 (editorial)
and ext. 24226 (business).
G.P.O. line: Portsmouth
26040.

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Fill her up!



The guided missile destroyer H.M.S. Antrim takes in fuel from R.F.A. Olva during one of the many RAS(L)s of Exercise Spring Train. This picture was taken on the Antrim's forecabin by LA(Phot) D. F. O'Toole.

After a brief stop in Plymouth to embark the Flag officer Plymouth, Vice-Admiral J. H. Forbes, and the Royal Marines Band, the Antrim sailed to Cherbourg for an official visit. The main aim was to enable Admiral Forbes to meet his French opposite number, Vice-Admiral Wacrenier, Prefect of Maritime Region 1.

Snow caused the cancellation of several sporting fixtures, but the coaches taking members of the ship's company to the D-Day beaches and Bayeux managed to get through.

On her return to Portsmouth the Antrim entered a 42-week refit.

GIB GET-TOGETHER

During H.M.S. Kent's deployment to the Gibraltar area the ship's company took the opportunity of renewing old friendships with the 2nd Battalion, the Queen's Regiment, which is affiliated to the ship and is at present stationed in Gibraltar. Such get-togethers are rare, so every effort was made to ensure a full programme of sports fixtures and exchange visits.

Each day while the Kent was day running for the principal warfare officers, 20 sailors were landed to "join the Army" and 20 soldiers were taken to sea. A highlight was the direct hit by one of the Kent's Seaslug missiles, which knocked a supersonic target out of the sky — without the benefit of a warhead.

GET WISE ON DCIs



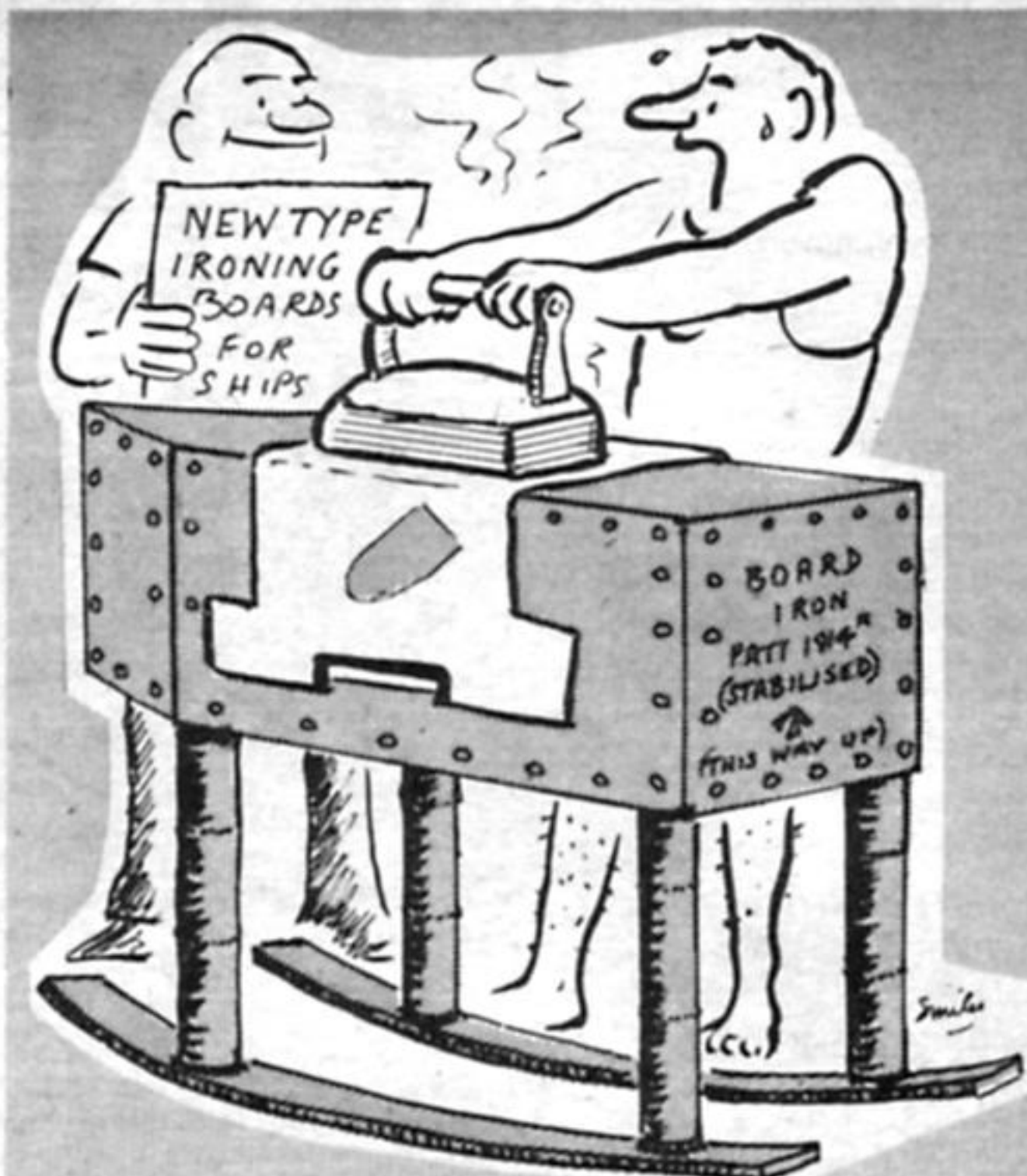
The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

☆ Continuing Saga

Elimination of ledgers has been accelerated in the Fleet in recent months, but the Admiralty concede that some aspects of the new accountancy system "have continued to cause difficulty." They have therefore issued a detailed statement on agreed policy, explaining that the aim is to get the entire Fleet on to the full "Saga" accountancy system as quickly as possible.

However, "no major change is required at present to the Fleet's stores accounting system" before the full Saga is introduced.

DCI (RN) 99



"Typical! As soon as you get used to something, they change it!"

Ironing boards "made by the shipbuilder and / or dockyards" may arouse thoughts of rolled steel joists with armour-plated surfaces. Such thoughts would be more imaginative than factual but the truth is that the civvy item now seems more acceptable to the British sailor.

The Fleet are being informed that existing boards are being replaced by the more homely pattern, "collapsible, adjustable height, tubular steel, dark grey," for use in all valet rooms, and senior and junior ratings' messes.

New vessels, or old ones emerging from major refit, will get the new ironing boards without demand, but others will have to wait until existing items "become unserviceable."

Under the "commercial regime," covers and pads will be replaceable components.

DCI (RN) 94

☆ Speed limits

Personnel accustomed to driving Service vehicles should study the advice on speed limits, which are being "rationalized as far as is practicable on the speed limits appertaining to civil vehicles."

DCI (RN) J 117

☆ In for the count

The HIAC automatic particle counter in Portsmouth Dockyard is now available to ships for contamination assessment of the hydraulic oil in launching systems and gun mountings.

DCI (RN) 98

GUARDS KING SIZE

Now at only 20½p for 20

Duty Free on Board H.M. Ships only.

Finest virginia tobaccos — King Size quality second to none.



EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Rough trip for a Rover

Described as "an engineering breakthrough in the use of small craft on fast-flowing rivers," the River Rover hovercraft is to be used for a joint services expedition to the River Kali Gundaki in West Nepal from November 1978 to March 1979.

The mighty river courses of Nepal, though they could be natural highways, are largely unnavigable due to the speed of the water. The development of a practicable means of transport to use on such river highways would bring immense benefit to many isolated areas.

Applications to join the expedition may come from any rank or branch of the Services.

DCI (RN) J 140

☆ Adventure offer

Lieut. N. J. A. Davies is to head a joint service expedition to South Georgia, in the sub-Antarctic, starting in November 1979 and returning in April 1980. The expedition offers "adventurous activity in harsh and remote conditions." Men of any rank or branch may apply to join the expedition.

DCI (RN) J 118

☆ Office safety

Safety regulations are being tightened up, where necessary, in the use of official office equipment such as typing machines and guillotines.

DCI (RN) J 127

☆ Name change

The name of the fleet diving tender RMAS Invergordon has been changed to RMAS Ironbridge to avoid confusion with RNO Invergordon.

DCI (RN) 130

☆ About books

A wealth of information is contained in Ministry of Defence libraries. Regulations are explained for the borrowing of books, periodicals, or other material required for official duties.

DCI (RN) J121 and 122

☆ Royals' release

Although the Premature Voluntary Release (Ordinary) Scheme for ratings has been abolished, it remains available for the Royal Marines. There is now a single form (R2) which has to be used.

DCI (RN) 114

☆ Notice rules

As fully explained in the March issue of Navy News, an official statement has been issued outlining the regulations and procedures which must be followed by those who wish to leave the Service by giving notice.

DCI (RN) 109

N-Trust keeps you covered

While most people are conscious of a constant persuasion to pay out ever more in insurance, in the case of Service personnel there is common sense in examining, carefully, provisions specially designed for them and their families.

For instance, in the past 14 months, nearly 100 naval deaths have been reported. The dependants of five of them will get benefits ranging from £16,000 payable over a period of 11 years, to £64,000 payable over 22 years.

The reason is that the men who died were members of the Naval Dependents Income and Assurance Trust (N-Trust), which was established in October 1976, under the sponsorship of the Admiralty Board.

☆ Cooks

The City and Guilds Certificate 706/2 (Cookery for the Catering Industry) is to be awarded to those who successfully complete the objective course and examination for leading cook and equivalent R.M. rank.

Ratings who passed the leading cook qualifying course before December 1, 1977, will as far as it is practicable, have the opportunity to gain the enhanced qualification on successful completion of the course and examination for petty officer cook.

DCI (RN) 135

☆ Extra service

Medical and dental officers on five-year short career commissions may apply, at any time after 12 months' service and up to the time they have completed four-and-a-half-years' service, to be considered for selection for an extension of service to eight years.

A gratuity will be paid for each year of service beyond five, and officers will also qualify for earnings-related pensions under the new State pensions scheme.

DCI (RN) 108

☆ Better shoes

Wrens and nurses in the Royal Navy are to get an improved pattern white canvas tropical shoe, said to be "more feminine and a better fit."

DCI (RN) 110

The benefit payable to dependants is tax free, increases every year at four per cent. interest, and the premiums earn tax relief.

An N-Trust member, on leaving the Service, may convert the cover into an equivalent individual policy without a further medical examination.

N-Trust cover is

complementary to that provided by the R.N. and R.M. Dependents' Funds, which give an immediate £1,000 to the next of kin of members who die.

As a matter of interest, of the naval deaths mentioned above, two-thirds were caused by accidents, and half of those accidents were on the roads.

DCIN (RN) 147



☆ Boat handling

Details are announced of adventurous training courses in sub-aqua boat handling and safety boat helming.

DCI (RN) J 126

☆ Escape aid

The introduction is announced of SSD — a short duration lightweight compressed air breathing apparatus to enable personnel to escape from smoke-filled compartments. Siting of the SSDs will be in high fire risk and manned compartments where escape routes are long or lead into single passageways.

The SSD can be donned in less than 15 seconds. A warning is given that they are NOT to be used for fire-fighting or repair work. They give a continuous supply of air for eight minutes and are designed for escape purposes only.

DCI (RN) 151

☆ Screwdrivers ...

The range of Klippon screwdrivers has been introduced into the Service for use on electrical / electronic terminals extensively used in guided weapon systems.

DCI (RN) 95

... and saws

A "saw, hand, general purpose" has been introduced for inclusion in damage control and salvage lockers only. A frigate will get two and destroyers three. The carrier Ark Royal will get an armoury of 11.

DCI (RN) 96

☆ Advance of Pay

Some amendments are announced to the engagement structure and the voluntary release procedure. One of the changes reads as follows: "A rating who wishes to participate in the Long Service Advance of Pay scheme must have completed a minimum of seven years' reckonable service and will be required to re-engage for 22 years before the advance is granted."

DCI (RN) 149

☆ Sports courses

Physical training and coaching courses are available over the whole spectrum of sport ranging from rugby, soccer, athletics and boxing; to golf, judo, gliding or ski-ing.

Although some of the places are for selected personnel, others are open to applicants with more enthusiasm than experience. Details are announced of the 1978 courses.

DCI (RN) 100

What does it all mean, I ask myself ...

What does ADP mean? Those who share the common ignorance about the symbols of management will doubtless have little interest in the announcement that the "Ministry of Defence ADP Standards Manual, Volume 3, Operations Manual (JSP 343-Vol 3) has now been approved, and arrangements are being made for distribution to Defence ADP Projects and Installations."

Would it be heresy to suggest that the first rule of man-management should be the total abolition of all "practitioner" symbols, in the interests of general comprehension?

DCI (RN) J 120

☆ Check the form

If a marriage is breaking up the requirements of Form C140 should be borne in mind. When a man and his wife separate, whether legally or by estrangement, the change in marital status should be notified immediately on this form, and particularly so when separation or desertion is to be the basis for a divorce.

It is necessary for the change in marital category to be reported at the beginning of the legally-required period of separation or desertion.

DCI (RN) 106

☆ Mini-bus Act

Any authority or organization operating mini-buses should be aware of the provisions of the Mini-bus Act 1977.

DCI (RN) J 116

☆ NCS billets

Errors contained in the revised list of non-continuous service billets, published a few weeks ago, have resulted in the list being cancelled. The announcement had also failed to reflect a recent decision that some NCS billets in Naval Home Command should in future be designated as normal complement billets to be filled by men on continuous service engagements.

The next NCS billets information will be issued in the spring.

DCI (RN) 134

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Glamorgan honours 'Taff'



Picture: CPO(Phot) Tony Wilson

Welshman Norman Thomas has been named by H.M.S. Glamorgan as Portsmouth's "Dockyard Worker of the Year." The Glamorgan is in dry dock, six months into her two-and-a-half-year, multi-million pound refit. On St David's Day the 90 members of the ship's refit contingent all wore leeks and green-and-white emblems when the Glamorgan's senior officer (Cdr. Tony Wilkins) presented Norman with a specially-mounted ship's badge and a bunch of daffodils for his wife, Jean.

Norman — known affectionately to his colleagues as "Taff the Lamp" because he works in a lighting section — then inspected a guard of honour of senior rates on the dockside.

Left: "Taff the Lamp," accompanied by Cdr. Tony Wilkins and Lieut.-Cdr. John Fisher (deputy MEO), inspects the guard. They are (from the left): MEA(H) Chris Chapman, CE1 Roger Smith, POREL Bob Clements, OEMN1 Dave Minnis, PO Bob Limm, MEAP Martin Peart, CREMN Dave Sloggett, MEMN Doug Page, MEA(P) Anthony Vaughan, POMEM George Hathaway, and REA1 Brian Johnson.

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Endurance gets a break from the ice

The Royal Navy's ice patrol ship, H.M.S. Endurance, marked the half-way stage of her Antarctic deployment with a visit to Mar del Plata, Argentina, for maintenance. The warm weather enabled members of the ship's company to visit the resort's splendid beaches and to enjoy the visits and events arranged by the Argentinian Navy and local residents.

Visits to "estancias" (ranches) and to beach barbecues, with huge, succulent steaks, were also enjoyed.

The ship had many visitors during the week's stay, including 20 underprivileged children who were invited on board and entertained by the ship's company. They were shown around by "pirates" and treated to tea and stickies and a film show.

During a cocktail party on board, the M.B.E. was presented to Mr. Norman Mayne, who has lived in Argentina for many years and, in the absence of an official representative, has voluntarily looked after the interests of visiting R.N. ships. The award was announced for these services in the New Year Honours list.

On leaving Mar del Plata the Endurance called at the Falkland Islands and then headed south for her second work period. Her main tasks involve surveys between the Antarctic Sound and Cape Kater and a hydrographic survey to find a new route to Cape Legoupil along the uncharted coastline of the Antarctic Peninsula.

When possible vertical photography of the South Shetlands was being carried out for coastline mapping purposes.

SPECTACULAR

After steaming farther south through the picturesque de Gerlache Straits and the spectacular Le Maire Straits — where most of the ship's publicity pictures are normally taken — the Endurance was due to visit the renamed British base of Faraday. Work and weather permitting, the ship's company also hoped to visit the Palmer Base (U.S.A.), Bellingshausen (U.S.S.R.), and Rothera Point (U.K.) in Marguerite Bay, south of the Antarctic Circle.

The Endurance was due back in the Falklands on March 15 to take the Governor on his annual tour of the islands.



THE GOOD, THE BAD AND THE UGLY!

A spell away from civilisation gave the ship's company of H.M.S. Endurance the opportunity to run a beard-growing competition. After visits to Grytviken (South Georgia), Bird Island, the South Sandwich Islands, Signy in the South Orkneys, and the Falkland Islands, the ship headed for a maintenance period in Mar del Plata, Argentina — and on the day before her arrival the competition was judged and prizes were awarded to the best, the ugliest, and the biggest failure! The photograph shows the judges (in whites) and the winners, from left to right: LS George Barber, LOEM Phil Thicket (biggest failure), MEM Harold Upton (ugliest), EA1 Jerry Wilmott (best), Lieut. Carl Beaman, and — kneeling — MEA(H) Bas Hilton.

Review photo display

The mood of the Silver Jubilee Review of the Fleet is splendidly captured in a series of photographs taken by the Fleet Photographic Unit, H.M.S. Excellent, and the Portsmouth Dockyard photographic unit, now on display in the Royal Naval Museum, Portsmouth.

This display will be of great interest to those who took part in the Review: some may even be able to identify themselves, or their friends, in the photographs. Ships have pride of place, but there are many other memorable photographs which capture the human side of this great occasion or reflect its character and style.

The display also includes souvenirs, programmes, and maps, plus details of the background planning.

Portrait of a pioneer

A portrait of the 18th Century physician known as the "Father of Naval Medicine," now hangs in the medical mess of the Royal Naval Hospital, Haslar.

The physician, Dr. James Lind, was the man who discovered the reason for scurvy and helped eradicate the disease by recommending the introduction of citrus fruits to the sailors' diet.

Dr. Lind's portrait, painted by Chichester artist Miss Sheila Penning, was unveiled by its donor, Surgeon Vice - Admiral Sir James Watt, former director of Naval Medical Services.

Scunthorpe warms to Ariadne

Scunthorpe's warm welcome to the men of H.M.S. Ariadne contrasted sharply with freezing temperatures and blizzards that coincided with their five-day visit to the Northern steel town.

The Ariadne berthed at Grimsby and the town arranged coaches to ferry the ship's company 28 miles to Scunthorpe. Until February the five-year link between ship and town had been a distant one.

'REBEL' AT WORK



Cockney Rebel — the Wessex 3 of H.M.S. London flight — hovers over the ambulance boat Flying Christine before winning up LACMN Tony Campbell. The flight paid a short visit to Guernsey where the helicopter carried out a search and rescue exercise with the Guernsey lifeboat, Sir William Arnold. The aircraft also visited two schools before returning to Portland for the London's work-up.

Guernsey-Charybdis swimming link

A shield donated to H.M.S. Charybdis by St Sampson's Secondary School, Guernsey, was won by the ship's operations department at an inter-part swimming gala held at H.M.S. Drake.

The link with the school is just part of the strong association between the Charybdis and the island which dates from the sinking of the wartime cruiser of the same name in 1943. The islanders, then under German occupation, rescued survivors and buried the dead.

Every October the island holds a Charybdis weekend and it was during last year's visit by the frigate that the shield was handed over.

Bossington in Belgium

H.M.S. Bossington's visit to Ostend to take over from H.M.S. Kirkliston as the Royal Navy's representative in the Standing Naval Force Channel proved to be an enjoyable one for the ship's company.

Despite bad weather, the Bossington spent a week exercising with other ships of the squadron off Ostend, and four ratings walked over 17 miles to Loppin, near Brugge, set up camp and spent the week sight-seeing.

Another party of ratings paid a visit to Eguerin, the Belgian

mine warfare school, where a museum contains many interesting examples of mines.

The visit ended with the Belgian Navy entertaining officers from STANAVFORCHAN at their annual ball.

On her return to Rosyth, the Bossington carried out exercises.

Pleasure-plodders unite!

Naval joggers in the Portsmouth area should be sure to pencil in the date Sunday, May 21, in their diaries. On that day hundreds of joggers are expected at Southsea Common for the country's first Pleasure Plod — described by the organizers as a "fun run with a difference."

Aim of the "plod" is to allow people of all ages and abilities to take part without formal competition involving entry forms and fees. The fun starts at 11.30 on May 21 and involves a 1½ mile set course on the Common.

More information can be obtained from Brian Seeney (Portsmouth 64488 ext. 32) or Peter Kilford (Portsmouth 834015).

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Easter's over — but there's still one "surprise" package to open . . .

NEWSVIEW

Putting Jack in the picture on drink . . .

When someone next poses the traditional musical question "What shall we do with the drunken sailor?" one unlikely-sounding solution could well be to sit him in front of a good film. Even better would be to discourage him from achieving inebriation in the first place, this being the object of a new weapon about to be added to the education armoury.

The power of film is to be brought to bear on a problem which, although presenting itself in different guises from earlier eras, is probably as old as the Navy itself.

A series of short colour films to be added to naval libraries shows how excessive drinking and employment on highly complex equipment are not good mixers; how it can lead to loss of position, of money which can be ill-spaced, and of dignity; and how it can kill not only the drinker but the innocent as well.

Those who view the films will, no doubt, relate to at least some of the incidents portrayed, and it might well be wondered how many will recognise themselves from some regretted moments of their careers.

REALISTIC

No-one is suggesting for a moment that a drink should not be enjoyed, and no wide aspersions are cast. Equally important, no one claims that the Navy is unique in producing people known to over-indulge on occasions.

The films, MOD sponsored and professionally made, aim as realistically and honestly as possible to present in a naval context some of the results of too much drink, from the simply unpleasant, through the serious to the disastrous.

Inculcating the idea of sensible drinking is the simple object of the films, which will be issued under the general title of "Think when you drink."

Only a supreme optimist would imagine that the question will be solved overnight, but as a contribution to the cause these short films are well worth anyone's viewing. To any charge that they are "loaded" and propaganda, the plea has to be an unapologetic yes. But the logic put forward in the films remains undeniable.

To produce some of the tragic results depicted in the films — and pay for the privilege into the bargain — cannot make one iota of sense. There simply has to be a better way of spending hard-earned cash than a drop too much.

WHERE THE BUCK STOPS

"All your super weapon systems, your radar, your radio, your propulsion systems, submarines, missiles, aircraft — all of these, however sophisticated, however clever — will surely fail at the ultimate test unless the men who are using them are properly looked after."

This was one of the comments of Rear-Admiral W. J. Graham, Flag Officer Portsmouth and former commanding officer of H.M.S. Ark Royal, when he spoke on "Management, Leadership and Communications" in giving this year's Colquhoun Lecture, organized in London by the British Association of Industrial Editors.

"The business of looking after your greatest single factor — your man — is one of management, one of leadership and one of communications," said Rear-Admiral Graham.

A great leveller

"Being in a ship, and particularly a small ship, is a great leveller. When you're standing on an open bridge, freezing cold and covered in salt spray and heaving your guts out into a bucket, you have to be quite a chap still to be the leader. Just being a gentleman isn't enough."

Speaking of an earlier age, he said the captain of a ship was captain absolutely. In many ways today he still was and there was no doubt that this helped to make his job that much easier. In most circumstances the captain could say, like Harry Truman, "the buck stops here."

Over the years codes of practice had grown up, been put on paper and handed down, so that "man management" had evolved into the Divisional system. This was given its first proper expression in 1779 and had continued for 200 years to be the system on which all the Navy's man-management was based.

Job satisfaction

Rear-Admiral Graham said that however menial a man's task, he must believe in it. He would not do it well or even at all unless he received encouragement. "I believe that job satisfaction more than any other single thing is what makes a man want to stay with you. If you can give a man real job satisfaction, that more than anything else is what he is looking for."

"Of course pay is important, so are conditions of work, conditions at work, fringe benefits and so on. But my experience has led me to believe that if you provide job satisfaction there is almost nothing that is out of your reach. A good team of willing men can achieve wonders, work long hours for days on end, accomplish far more than you might reasonably expect and all because they are getting job satisfaction."



Points from lecture by
Rear-Admiral W. J. Graham

The admiral went on: "You might think that highly intelligent professional men with great skill and doing an exotic job do not need the same interest and caring which the mundane jobs need. That has not been my experience. All men perform so much better when they get encouraged — then they feel satisfied."

People operated better if they were trusted and allowed to get on with doing the job their way. "I saw my role as the captain to lay down the ground rules for what I wanted and then, having picked the men for the job, let them get on with the detailed implementation."

"When I was the second in command of our Naval College at Dartmouth — the commander — I saw my job as being the Divisional Officer's Divisional Officer. There were something like a couple of dozen very super lieutenant - commanders who had been selected to be the divisional officers for the new entry cadets.

But, super as they were, they liked to have a

shoulder to weep on or someone to turn to occasionally — and, of course, sometimes turned out not to be quite so super as they appeared, and so needed the stick rather than the carrot. And as you go up the ladder, captains of ships like to have a good admiral to lead them and junior admirals like to have a good Commander-in-Chief. Leadership counts at all levels.

The stick wielders

"Some people are by nature stick wielders and some are better at producing carrots. Quite obviously, too, situations and people will demand different treatment — you must judge whether the stick, or the carrot is more appropriate for the situation and the men you find."

"You can say to a body of sailors painting a ship's side, 'No shore leave for anyone tonight unless the painting is finished by seven o'clock' — or you can say, 'All night leave tonight lads if you finish painting by seven o'clock'."

Rear-Admiral Graham concluded: "No system of management, no form of words, no structure of organization can be any substitute for the close personal contact between men, in as wide a variety of situations as possible, which is the basis of confidence and trust, and the fundamental principle upon which the exercise of the management of men must rest."



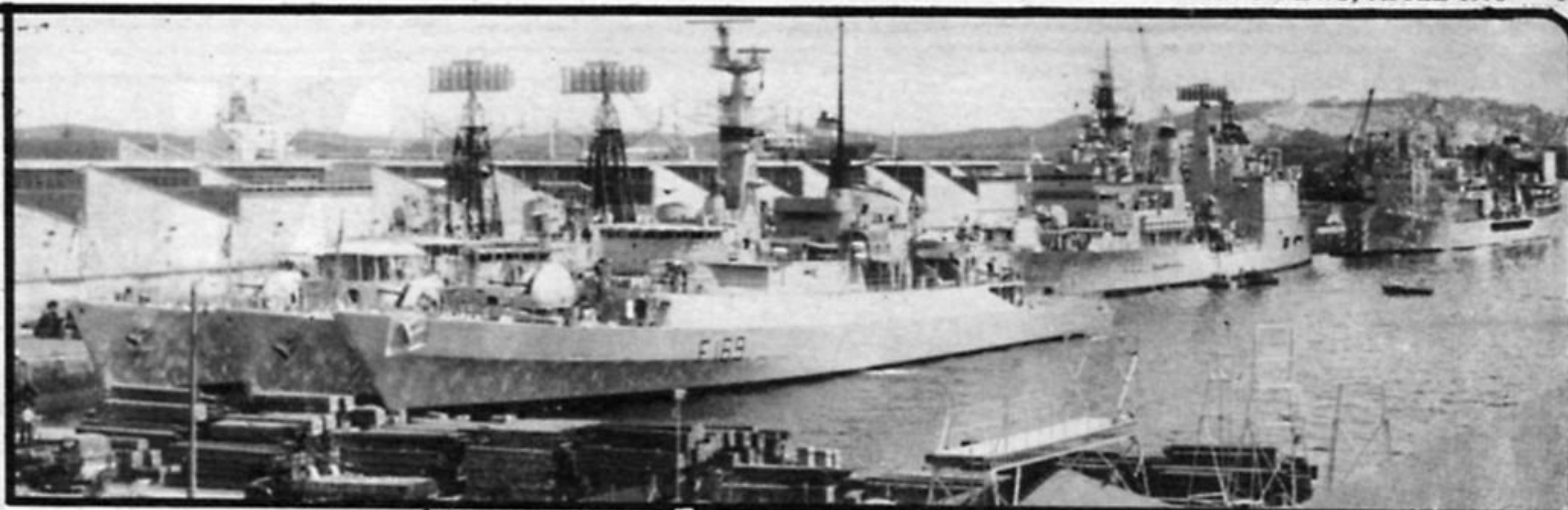
Right: Stores Basin Singapore — 1978. H.M. ships Mohawk, Zulu, Amazon, and Tiger and R.F.A. Tidepool, members of the Group Six deployment, serve as a reminder of what it used to be like — grey funnels all round. Sembawang village boomed again and the ships sank lower in the water as the rabbits were taken aboard in a steady stream.

Picture: LA(Phot) J. R. Battersby-Hill

GROUP SIX

Below right: H.M.S. Mohawk (foreground) enters Hong Kong with H.M.S. Tiger at the start of an unexpected visit to the Colony by ships of the Group Six deployment.

Picture: Sgt. Brian Lawrence, R.A.F.



RETURN TO HONKERS AND SINGERS

An unexpected visit to Hong Kong awaited many of the Group Six deployment ships after their five-day visit to the Philippines.

As the Group sailed from Manila they were told of the cancellation of a planned multi-national exercise, so Flag Officer Second Flotilla (Rear-Admiral Martin Wemyss) decided to take most of the Group to Hong Kong for three days instead.

Charmed, I'm sure



JMEM Richard Oliver turned snake charmer to befriend this 10ft. python at Singapore Zoo during H.M.S. Tiger's visit.

Picture: LA(Phot) Ian Pithie

H.M. ships Cleopatra and Rhyl were sent to exercise with the Thai Navy and then visit Bangkok while the rest were welcomed in the colony for a pleasant visit.

From Hong Kong it was back to the South China Sea and an exercise with an American submarine, before heading for Singapore.

Memories

The long entry to the Straits evoked many memories for the old hands and the sight of high-rise buildings where kampongs once stood indicated the changes that could be expected.

Once the ships were settled in the Stores Basin a round of inter-ship sports fixtures took place and multi-ship teams played local sides.

H.M. ships Amazon and Zulu departed after the first week-end for Penang, while H.M. Ships Cleopatra and Rhyl arrived fresh from Bangkok for a fleeting visit before they and the remainder of the ships set sail for the Indian sub-continent.

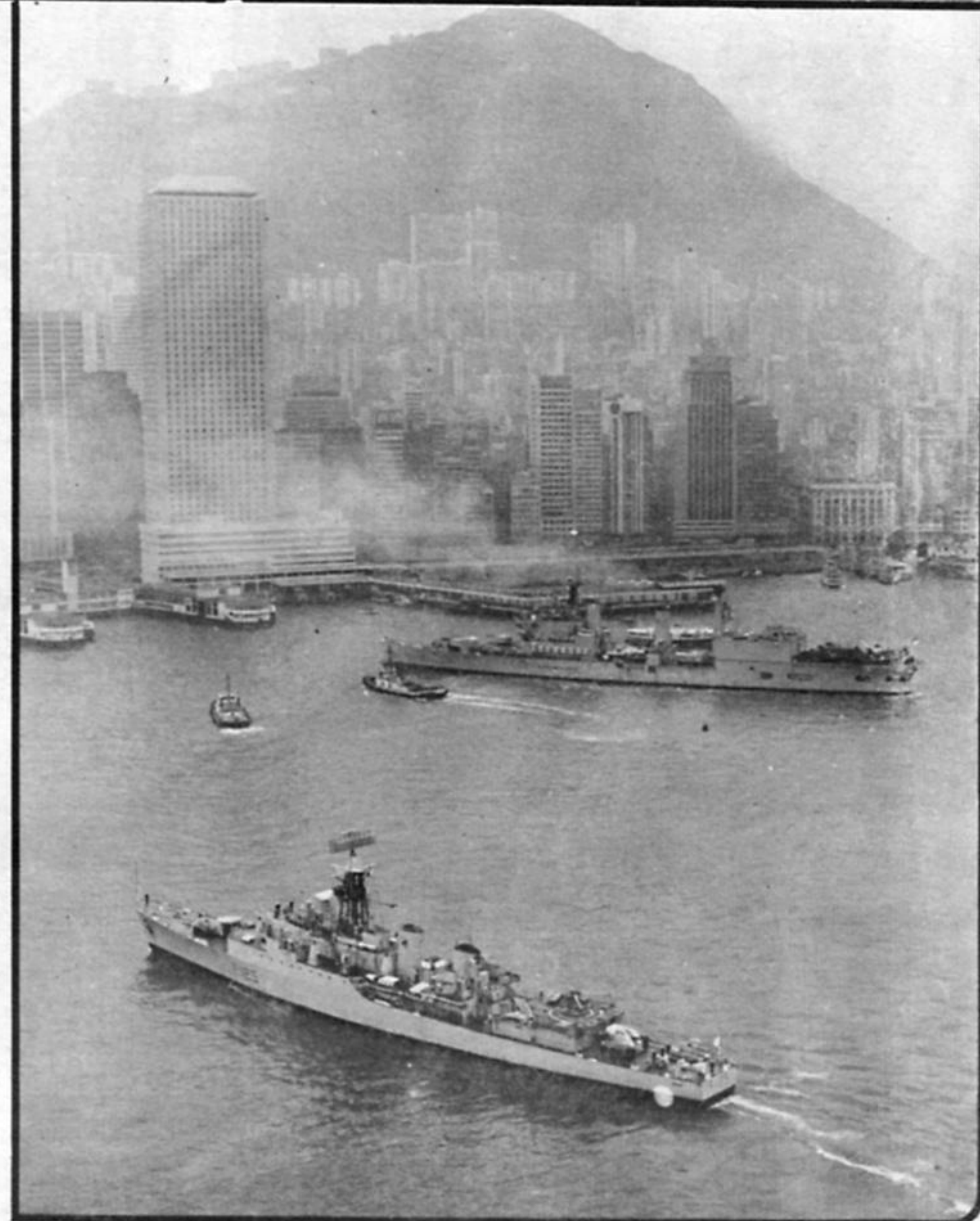
The Amazon's later visit to Basra, Iraq, was the first to the port by a British warship for many years.

On April 10, the Tiger is due to lead the rest of the group into Malta for two days before the ships return home, their arrival planned for the latter part of the month.

Award for Tiger man

POACMN Tudor Wyn Davies has been awarded the Queen's Commendation for Valuable Service in the Air for the part he played in the helicopter transfer of an injured seaman from a Polish trawler to H.M.S. Tiger at Dakar, Senegal, on the night of May 11, 1977.

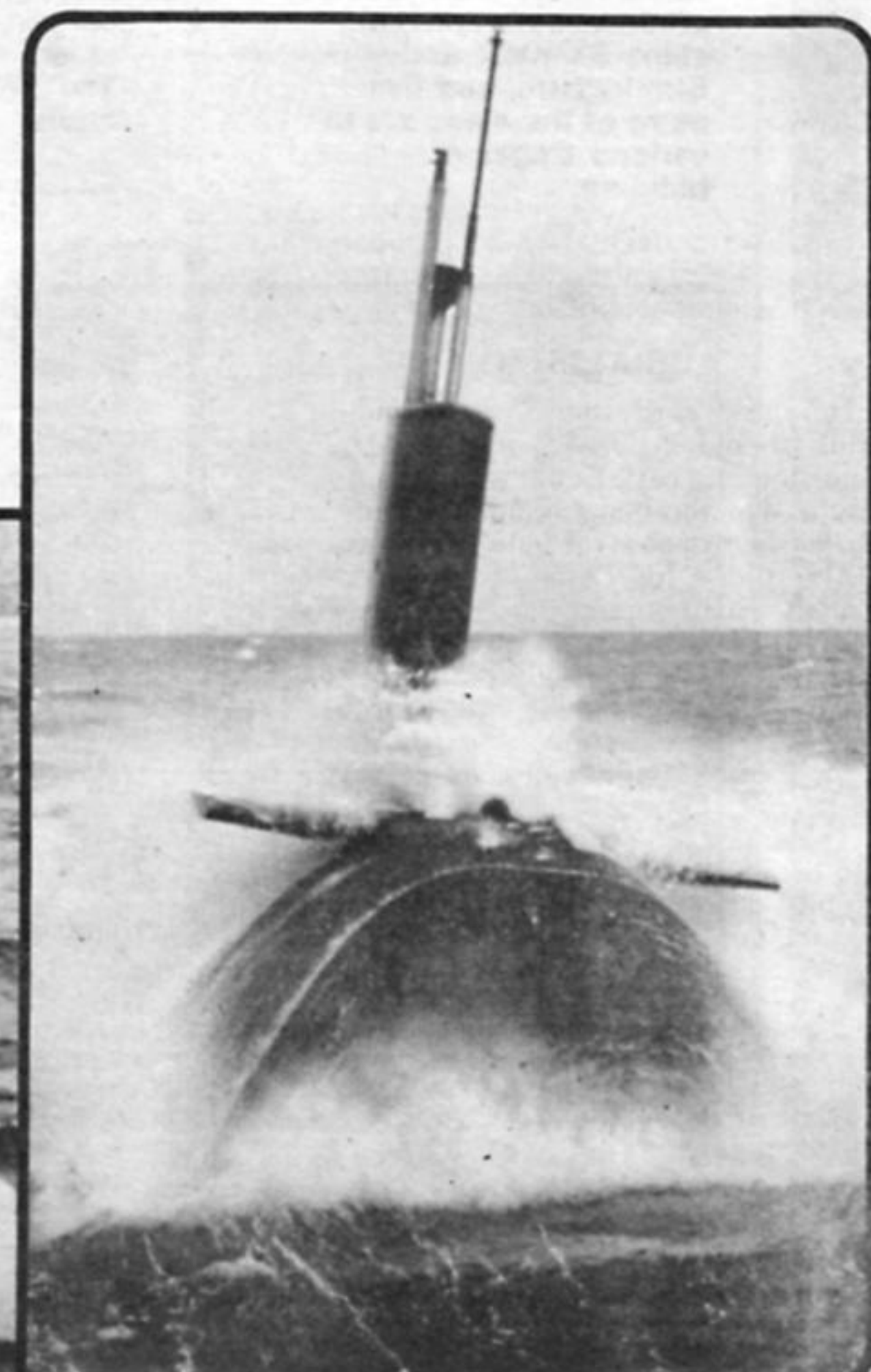
Although off-duty and with no night stretcher lift experience, POACMN Davies volunteered in bad conditions to be winched down to the trawler, where he prepared the patient before being winched back up with the stretcher.



Fort Austin launched

R.F.A. Fort Austin, second of two new Fleet replenishment ships, was launched on March 9 from the Cartburn yard of Scott Lithgow Ltd., Greenock, by Mrs. Gwen Stephen, wife of the former Under Secretary of State for the Navy, Mr. D. R. J. Stephen. The first ship, R.F.A. Fort Grange, was launched on December 9, 1976, and was due to be accepted into service this spring.

With an overall length of 184 metres and a laden displacement of more than 20,000 tonnes, the two vessels will be the largest of the Navy's store support ships. They are designed to carry large helicopters and accommodation is provided for up to 20 Royal Navy personnel to operate them. The ships have a peacetime complement of about 200 officers and men of the R.F.A. and civil servants.



GOING UP...

H.M.S. Hermes seems to be having a rough time... Last month she was pictured off Gibraltar, where strong winds and poor visibility forced her to spend an extra five hours at sea. Now we have these dramatic photographs of the Hermes experiencing severe weather conditions while on passage from Gibraltar to Bermuda.

In company with the Hermes was H.M.S. Churchill — pictured far right — and the R.F.A.s Olna and Resurgent. They were joined in mid-Atlantic by H.M.S. Phoebe, with her new Lynx helicopter, which landed on the Hermes during transfers.

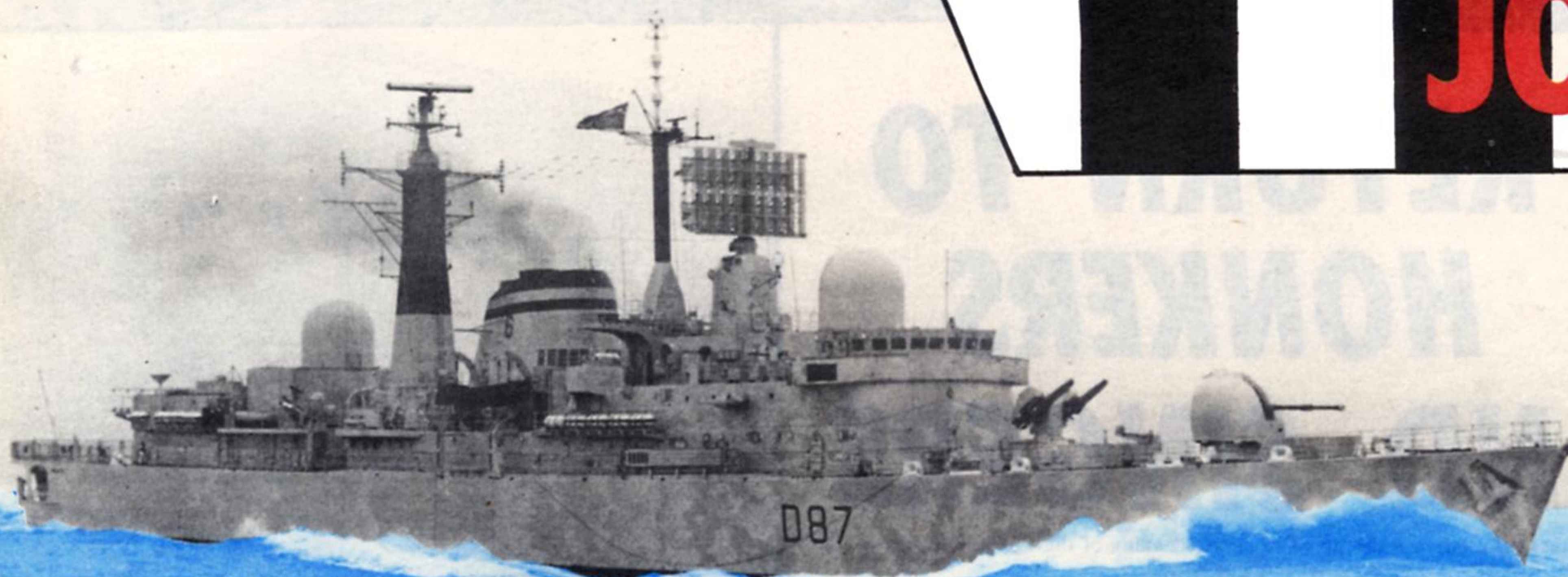
Before leaving Gibraltar the ship's company of H.M.S. Hermes entertained 50 pupils and five members of the staff of Hermes House, St Christopher's School.



... GOING DOWN!

Picture: LA(Phot) Paul Hopley

'WORSHIP JOIN



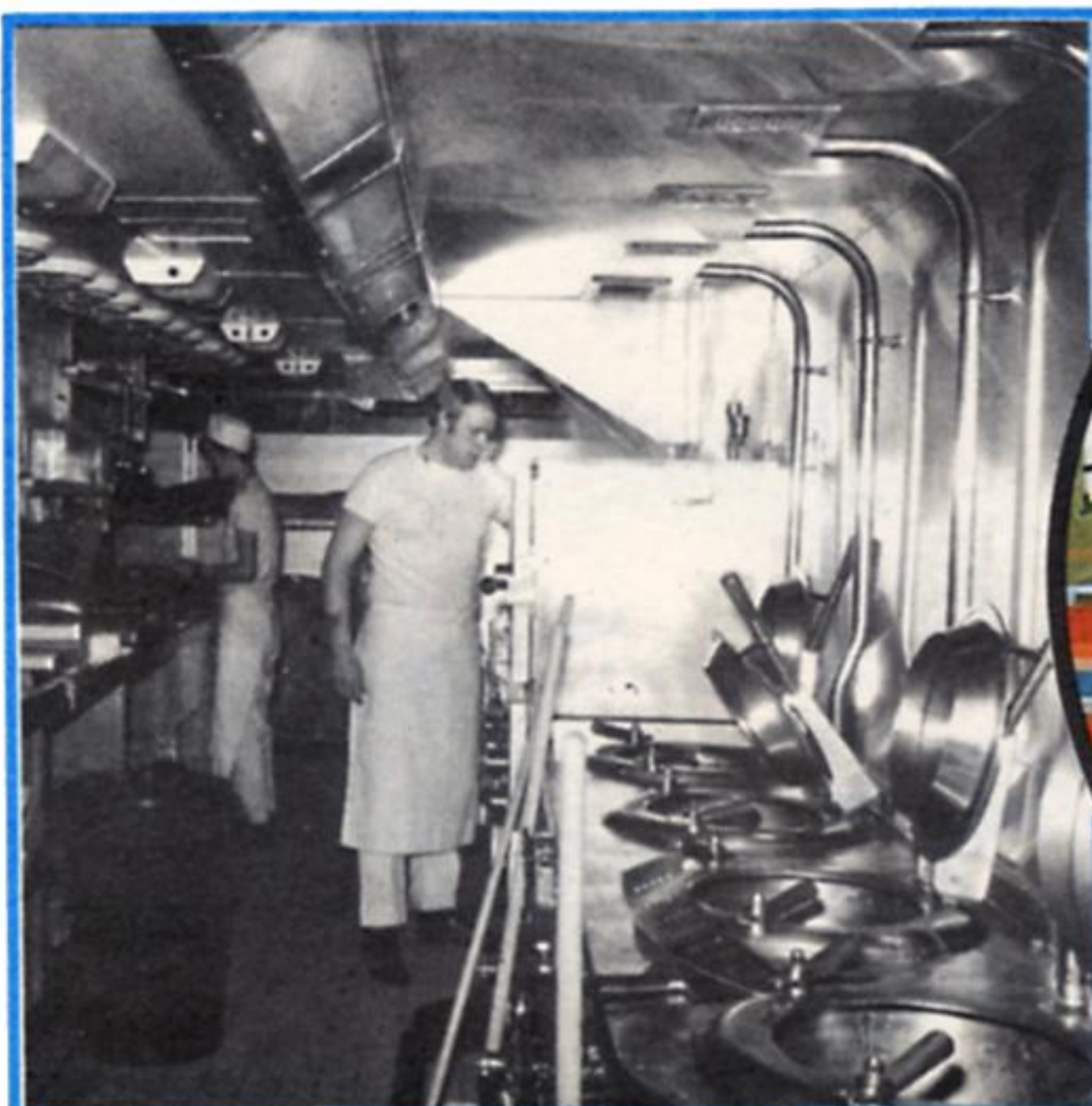
H.M.S. Newcastle works up speed on trials in the North Sea. She is the third Sheffield-class guided missile destroyer to be commissioned into the Royal Navy. Her Type 42 predecessors are H.M. ships Sheffield and Birmingham, and five more of the class are in various stages of building.

Stamp bargain!

First day covers issued on the day of H.M.S. Newcastle's launching are available from the ship. At 50p each they are said to be a philatelic bargain, and cheques and postal orders should be made payable to The Welfare Fund, H.M.S. Newcastle.



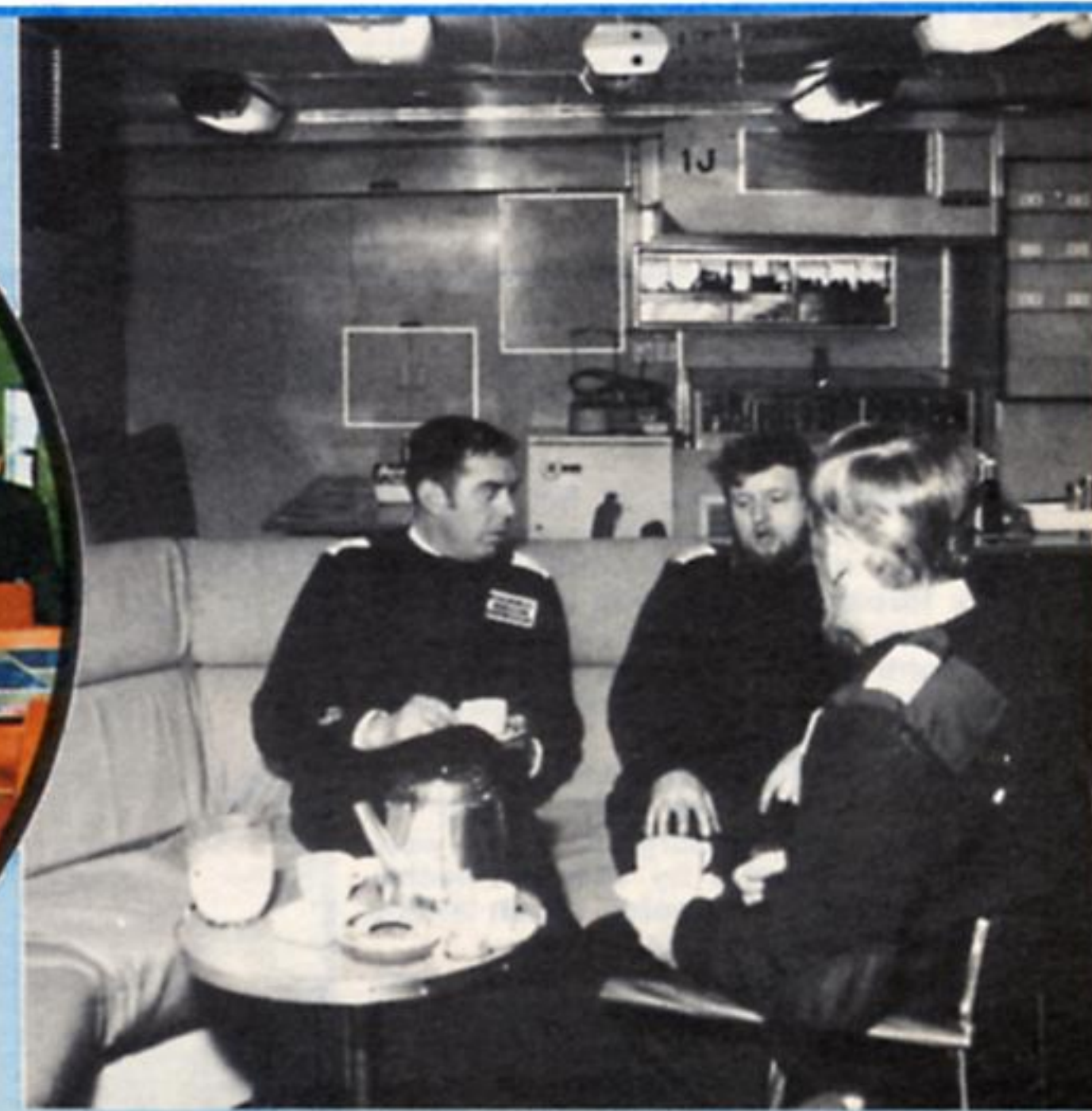
H.M.S. Newcastle becomes Royal Navy property as her commanding officer, Capt. Julian Oswald, signs at the acceptance ceremony at Portsmouth. In the centre is Mr. Gordon Hilton, the deputy Managing Director of Swan Hunter Shipbuilders, and on the right Commodore Harry Keate, Commodore Superintendent Contract Built Ships.



CK Andrew Morris (left) and LCK David Bateson prepare lunch in the main galley.



The ratings' dining hall in H.M.S. Newcastle.



Teatime in the CPOs' Mess. Left to right are MAA Jim Turnbull, CCEL Taff Richards, and CPOGI Phil Day.

'NEWCASTLE IS THE NAVY

She can accelerate like a sports car, turn at high speed, and stop in her tracks. She can cope with the enemy in the air, on the shore, and under the sea. She is H.M.S. Newcastle, the Royal Navy's newest guided missile destroyer.

To the people of Newcastle, one of the warmest-hearted cities in the world, she is their very own "warship."

Now based at Portsmouth, she is starting on the long process of testing and tuning her weapon and propulsion systems to peak efficiency.

Designed as an advanced anti-aircraft missile ship, the Newcastle is armed with Sea Dart, a 4.5 inch rapid firing gun and anti-submarine torpedoes. She also carries very advanced detection equipment.

Stabilizers provide a steady platform for the weapon systems and assorted electronic wizardry. They also, incidentally, provide a comfortable passage for the appreciative ship's company.

Her handling is impressive. When the Rolls-Royce Olympus gas turbine engines are wound up to full power the ship leaps away to more than 28 knots in the length of four football pitches — quick enough to push the "driver" back into his chair.

For cruising, the Newcastle has two Rolls-Royce Tyne gas turbines.

She also "brakes" quickly enough to endanger any stray crockery.

The Newcastle is fitted with a Harpoon deck-landing system and expects her Lynx helicopter flight to join in mid-April.

Problems with one of her Olympus engines have niggled during trials, and more high-speed tests are planned to sort out the trouble.

Living space is somewhat cramped. Indeed, there has been criticism of the design of some of the accommodation in the Type 42s.

Catering standards, however, are exceptionally good. A centralized galley contributes to the excellence of the food and a wide range of choices is available to the 280-strong

ship's company at every meal.

Laid down at Swan Hunter's Neptune Yard, Wallsend, in February 1973, the Newcastle was launched in 1975 and handed over to the Navy in Portsmouth at the end of February.

For many of the technical branch officers and senior rates on the ship that meant saying goodbye to the Tyne after months, even years, of living near their ship as it took shape.

A not-so-small naval community has grown up on Tyneside as three other Type 42 destroyers — H.M.



POMA John Hamlin examines WTR Graeme Cooper in the sickbay.

ships Glasgow, Cardiff and Exeter — and the second through-deck cruiser, H.M.S. Illustrious, are being built there.

As the Newcastle made her way down the Tyne on her acceptance trip to Portsmouth "good luck" messages flickered out from the Glasgow and the Cardiff. The Exeter was still on her slipway, partly hidden by the scaffold-shrouded Illustrious.

"Goodbye Tyne, for the moment," were commanding officer Capt. Julian Oswald's words as his ship left Tynemouth for the slow swell of the North Sea.

Already a special bond links the Newcastle with the city from which she takes her name. She is the eighth warship to bear the name, and the third to be built on the Tyne.

In mid-summer she returns to the North-East for a visit during which those links are to be further strengthened by the granting of the Freedom of Newcastle.

The city was quick to officially "adopt" the ship, and brought out of safe-keeping a solid silver bell that was originally a gift to the previous H.M.S. Newcastle.

In the new ship's flag locker are two Newcastle Brown Ale flags and her football team is proudly kitted in the famous black and white strip of Newcastle United.

In the wardroom hangs a specially commissioned oil painting depicting the ship at the Quayside. Black and white prints (17in. x 11½in.) of the painting are available from the ship's office, price 75p including postage.

Also on display is a traditional clippie mat in the design of the ship's badge.

Whenever possible the ship will take to sea with her two Sea Cadets from the Tyneside units, T.S. Jellicoe and T.S. Nelson.

Whatever her fortunes H.M.S. Newcastle's "birth" on the banks of the Tyne has been well documented. B.B.C. Newcastle have made a film of the ship's progress from the laying of her keel to her commissioning at Portsmouth on March 23. It will be shown on television in May.



Checking the wiring in the ship's computer is REA1 Terry Payne



LREM Jack Shields (foreground) and LREM Gordon Mills edit computer tape at the ship's main computer console.



Helmsmn LS Kenneth Ovendon steers H.M.S. Newcastle using the aircraft-type rudder controls.



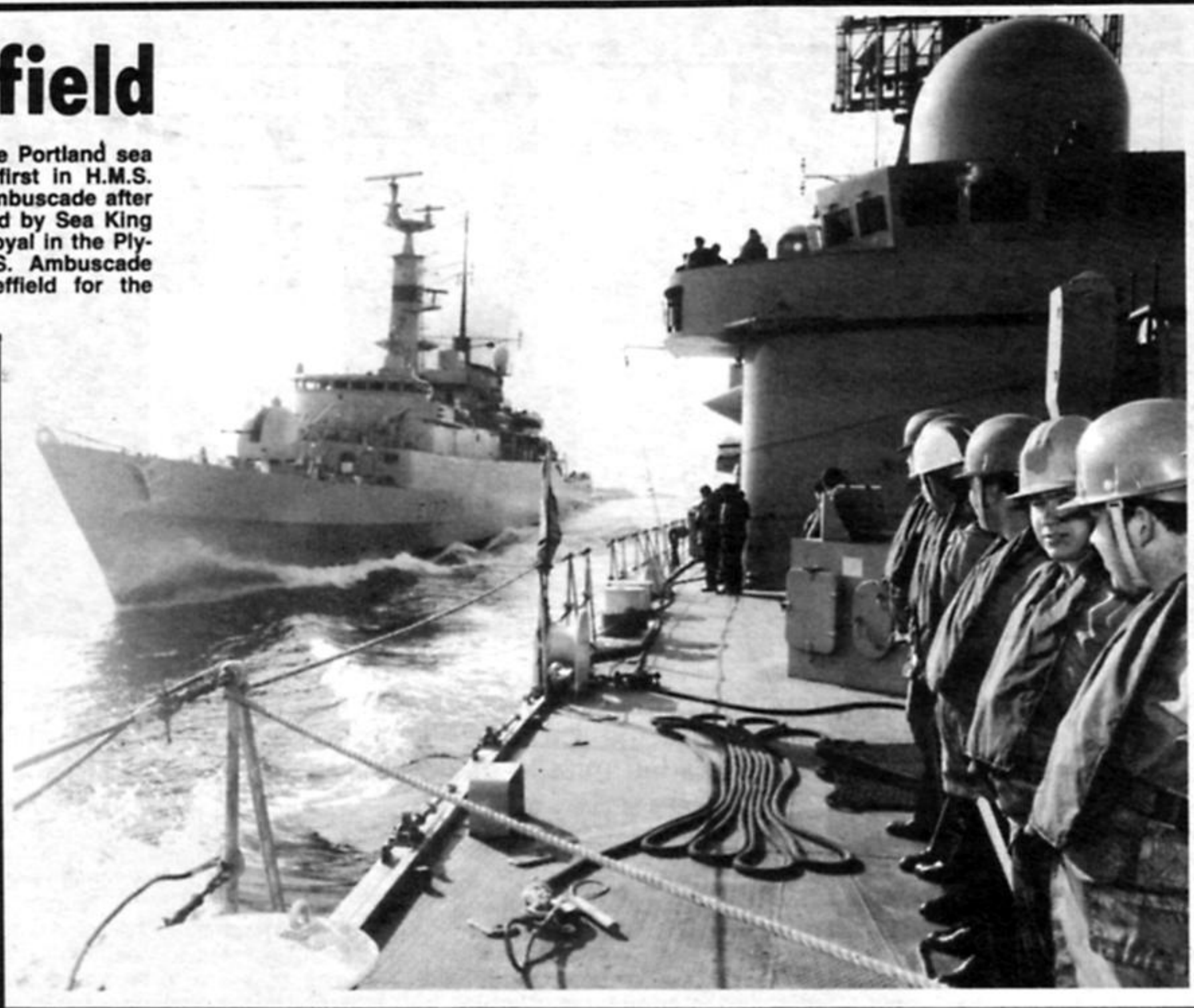
H.M.S. Newcastle lowers her sea boat during a practice manoeuvre in the Tyne.

Pictures: PO(Phot) Fred Jones

Ambuscade meets Sheffield

Professor R. Mason, newly-appointed chief scientific adviser to the Ministry of Defence, spent some time learning the ropes during an acquaint visit to Portland naval base and H.M. ships Sheffield and Ambuscade. Professor Mason was given a comprehensive insight of the task of the air station and the Fleet maintenance group and the sea training carried out

by H.M. and NATO ships in the Portland sea areas. He had a day at sea, first in H.M.S. Sheffield and then in H.M.S. Ambuscade after a jackstay transfer. He departed by Sea King helicopter to join H.M.S. Ark Royal in the Plymouth sea area. Right: H.M.S. Ambuscade arriving alongside H.M.S. Sheffield for the transfer.



'SEA RESOURCES' A WINNING SUBJECT

"The economic resources of the sea" was the title chosen by two of the entrants who won awards in the junior rates' essay competition for the Lieut.-Cdr. Hooper Prize.

It was the choice of both LRO(T) J. Morely, of H.M.S. Hermione, who won first prize of £25, and of MT4 R. M. McKenny, of H.M.S. Ark Royal, winner of the £15 second prize.

Third prize of £10 went to ALCA S. Duncan, of H.M.S. Mohawk, whose subject was "Towards an EEC Defence Force — Myth or Reality?"

Among aspects of the sea's resources which were dealt with by LRO Morely in his winning essay were oil and gas, minerals, food sources and power from tides.

ELECTRODE

The essay says that at present less than one per cent. of the world's food comes from the sea. The oceans could become the new "larder" if properly used and could not only make up the food/protein deficit, but also provide a large surplus.

New ways of catching fish include an underwater electrode, which is connected to a generator on the fishing vessel sending out intermittent currents which spread out in the water.

A pipe extends from the ship near the electrode and as fish encounter the current, they are drawn irresistibly towards the electrode, electrocuted and then sucked up

into the pipe which runs into the vessel's hold.

The writer visualises that in future the sea will be used as an extension to land farming, not only for fish but also for greenstuffs.

"As populations increase, we may even have whole cities either in or on the sea itself, with power and food coming directly from the sea.

"Japan is even now studying a plan for a floating airport at Osaka. It would be supported by 12 huge buoy-like structures, connected by steel towers. On top of the buoys would be the 5,468ft. runway. The airport would save the use of precious land and would be able to survive earthquakes or tidal waves. Is this perhaps the first step to a floating city?"

Sealion double for Orpheus

The patrol submarine H.M.S. Orpheus has won the coveted Sealion Trophy for torpedo firing proficiency for the second year in succession. The trophy was presented to the commanding officer of the Orpheus, Lieut.-Cdr. David Morgan, by the Flag Officer Submarines, Rear-Admiral John Fieldhouse, at a ceremony in the Royal Navy Submarine Museum at H.M.S. Dolphin.

Kelvin Hughes, manufacturers of sonar and radar equipment for the Royal Navy, presented the Sealion Trophy to the Submarine Flotilla in 1975. It was first won by H.M.S. Narwhal in 1976. H.M.S. Orpheus gained it last year and again this year.

Sophisticated

All Royal Navy submarines compete for the trophy. Results are judged on the best firing of salvo torpedos — the traditional free-running type — and on the new sophisticated homing torpedos which are used against other submarines, and which can be fired without the need of periscope sightings, from hundreds of feet deep.

Judging takes into account the

general handling of the submarine and its tactical conduct during attacks as well as the preparation and maintenance of weapons and fire control equipment.

The Orpheus firings were conducted by Lieut.-Cdr. Morgan and the officer he succeeded as captain, Lieut.-Cdr. James Taylor, who commanded the submarine during its successful Sealion Trophy performance last year.

The trophy is presented not to the captain, however, but to the submarine in recognition of the teamwork of the entire crew. Members of the Orpheus attack team received commemorative ties from the general manager of Kelvin Hughes, Mr. Peter Carney.

The Trophy

The Sealion Trophy is a bronze sculpture depicting two sealiions. It commemorates the First World War experiments by British "boffins" to train two circus sealiions to locate enemy submarines by homing on to their underwater noises. Although a failure, the experiments did demonstrate an early realization of the underwater location of targets.

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Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Elleen (17), single, 5ft. 3in., black hair, hazel eyes, Hereford.
Jean (16), 5ft. 5in., brunette, green eyes, Rochdale.
Karen (17), single, 5ft. 2in., blonde hair, blue-green eyes, Telford.
Claire (16), 4ft. 10in., brown hair, blue-green eyes, Sutherland.
Janet (16), 5ft. 6in., brown hair, blue eyes, Hyde, Cheshire.
Christine (15), 5ft. 6in., brown hair, brown eyes, Ringwood, Hants.
Tina (17), single, 5ft. 5in., fair hair, blue eyes, Blackburn, Lancs.
Mary (18), single, 5ft. 5in., auburn hair, blue-grey eyes, Durham.
Margaret (17), single, 5ft. 2in., brown hair, blue eyes, Sheffield.
Judy (16), 5ft. 2in., blonde hair, blue eyes, Bradford.
Tracy (17), single, 5ft. 8in., fair hair, green-blue eyes, Holywell, Clwyd.
Brenda (19), single, 5ft. 9in., blonde hair, blue eyes, London.
Ann (17), single, 5ft. 3in., green eyes, South Harrow.
Sharon (16), brown hair, brown eyes, Birmingham.
Muriel (17), single, 5ft. 6in., blonde hair, hazel eyes, Hyde, Cheshire.

Della (15), 5ft. 1in., brown hair, green eyes, Leatherhead.
Andrea (15), 5ft. 4in., brown hair, blue eyes, Maidstone.
Susan (16), 5ft. 4in., hazel eyes, Chad-desden, Derby.
Kate (17), single, 5ft. 3in., brown hair, brown eyes, London.
Helen (15), 5ft. 2in., brown hair, hazel eyes, London.
Janet (16), 5ft. 3in., brown hair, blue eyes, Ashbourne, Derbyshire.
Sharon (16), 5ft. 5in., brown hair, green eyes, Ashbourne, Derbyshire.
Karen (15), 5ft. 1in., fair hair, blue eyes, Birmingham.
Jackie (16), 5ft. 4in., blonde hair, blue eyes, Birmingham.
Jackie (16), 5ft. 4in., brown hair, brown eyes, Leeds.
Julie (16), 5ft. 3in., brown hair, hazel eyes, Leeds.
Julie E. (16), 5ft. 4in., brown hair, grey-green eyes, Leeds.
Pamela (22), single, 5ft. 6in., brown hair, grey-blue eyes, Plymouth.
Virginia (24), single, 5ft. 7in., dark hair, grey eyes, one son (5), Plymouth.
Julia (18), single, 5ft. 5in., fair hair, blue eyes, London.
Jill (17), single, 5ft. 6in., brown hair, brown eyes, Chertsey, Surrey.
Sandra (22), single, 5ft. 4in., brown hair, blue eyes, Bognor Regis.
Sandra (19), single, 5ft. 2in., blonde hair, hazel eyes, Walton-on-Thames.
Debbie (17), single, 5ft. 2in., brown hair, blue eyes, Brighton.
Kate (17), single, blonde hair, blue eyes, Dover.
Alison (16), 5ft. 5in., fair hair, blue eyes, Gloucester.
Sue (16), 5ft. 6in., brown hair, blue eyes, Wallasey.
Carole (17), single, 5ft. 3in., brown hair, hazel eyes, Manchester.
Helen (18), single, red hair, green eyes, Kilmarnock.
Barbara (19), single, 5ft. 7in., brown hair, green eyes, Coventry.
Tracey (17), single, brown hair, brown eyes, Tewkesbury, Glos.
Alison (16), 5ft. 4in., brown hair, blue eyes, Ashford, Kent.
Joan (16), 5ft. 6in., brown hair, blue eyes, Newton Aycliffe.

Janice (26), single, 5ft. 4in., auburn hair, blue eyes, London.
Susan (24), single, 5ft. 5in., brown hair, brown eyes, Walsall.
Debra (17), single, 5ft. 3in., brown hair, blue eyes, Swindon.
Sue (21), single, 5ft. 2in., brown hair, blue eyes, Addlestone, Surrey.
Susan (16), 5ft. 3in., brown hair, brown eyes, Enfield, Middx.
Lorraine (17), single, 5ft. 5in., brown hair, brown eyes, Bromley, Kent.
Vivien (18), single, 5ft. 5in., blonde hair, blue eyes, Bracknell, Berks.
Karen (15), 5ft. 1in., fair hair, grey-green eyes, Dorking.
Dorren (46), divorced, 5ft. 2in., blonde hair, hazel eyes, Sheffield.
Susan (20), single, 5ft. 3in., brown hair, hazel eyes, Cheshunt, Herts.
Vivien (20), single, 5ft. 11in., blonde hair, blue-green eyes, Cheshunt, Herts.
Melanie (18), single, 5ft. 4in., brown hair, hazel eyes, Hemel Hempstead.
Gina (17), single, 5ft. 4in., hazel eyes, Alresford, Hants.
Irene (17), single, 5ft. 7in., brown hair, brown eyes, Leigh-on-Sea.
Carol (19), single, brown hair, brown eyes, Stoke-on-Trent.
Stacey (18), single, 5ft. 5in., brown hair, hazel eyes, Newport, I.O.W.
Paullette (18), single, 5ft. 4in., brunette, blue eyes, Alderney, C.I.
Jessica (18), single, 5ft. 4in., brunette, brown eyes, Bath.
Julie (16), 5ft. 2in., blonde hair, blue eyes, Birmingham.
Lesley (16), 5ft. 6in., brown hair, green-blue eyes, Birmingham.
Claudette (16), 5ft. 6in., brown eyes, Manchester.
Noreen (17), 5ft. 3in., green eyes, London.
Beverley (16), 5ft. 3in., blonde hair, green-blue eyes, Canvey Island.
Susan (16), 4ft. 11in., dark hair, green eyes, Winchester.
Jenny (18), single, 5ft. 7in., brown hair, green eyes, Lincoln.
Vera (15), 5ft. 4in., fair hair, blue eyes, London.
Deborah (16), 5ft. 5in., brown hair, brown eyes, Keighley.
Anne (24), single, 5ft. 1in., black hair, green eyes, London.

DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this list (issued by the Director of Naval Recruiting) of shows, exhibitions, concerts, and other events at which you can "Meet the Navy."

MAY

- 1 Drake's Island Open Day, Plymouth.
- 1-7 Maypole Week, Birmingham. R.M. Band (7th).
- 3 R.N. & R.M. Tattoo, Brighton. R.M. Band, Summer Visiting Team, static helicopter, R.N. Display Team.
- 4 SSAFA Concert, Royal Albert Hall. R.M. Band.
- 4-6 Plymouth Military Tattoo. R.M. Band.
- 5-6 Newark & Notts Show.
- 5-8 Battle of Atlantic Celebrations. R.M. Band.
- 6-7 Tulip Festival, Spalding. London model, static helicopter, Summer Visiting Team, R.M. Freetail Para-chute Club.
- 6 Liverpool Concert. R.M. Band.
- 6 Bristol Concert, Colston Hall. R.M. Band.
- 6-7 Sussex Air Pageant. Static helicopter, R.N. Historic Flight.
- 7-11 Schools Tour, Birmingham. R.M. Band.
- 7 Nottingham, Tollerton. R.N. Historic Flight.
- 9-15 Ship Visit, Hull.
- 10 Services Day, RAF Lindholme. Static helicopter, Summer Visiting Team, R.M. Freetail Para Club.
- 11 Freedom of City, Birmingham — H.M.S. Birmingham. R.M. Band.
- 13-14 Market Rasen Show. Static helicopter, Summer Visiting Team, R.M. Freetail Para Club.
- 13-14 Burslem Festival.
- 14 Devon R.B.L. Rally, Plymouth. R.M. Band.
- 16 Lord Mayor's Accession, Portsmouth. R.M. Band.
- 16-22 Poole & Dorset Exhibition. Static helicopter, R.M. Band (20th), Summer Visiting Team, R.M. Freetail Para Club.
- 17-18 Shropshire Agricultural Show.
- 17-30 Clyde Festival 1978.
- 17-22 Ship Visit, Worthington.
- 18-20 Devon County Show.
- 18 Bury St Edmunds Town March. R.M. Band.
- 19-21 North Humberston Show. R.N. Display Team.
- 19-21 Biggin Hill Air Fair.
- 20 Hornchurch Festival.
- 20 Hinckley C.C. Tattoo.
- 20 Mitcham Carnival.
- 20 Blackheath Fayre.
- 20 Lord Mayor's Day, Plymouth. R.M. Band.
- 23-26 Ship Visit, Boston (provisional).
- 24 Staffs County Show. London model, R.M. Band.
- 24 Berkshire Young Farmers' Show.
- 27 June 6 Cannon Hill Festival. London model (31-2).
- 27-28 Crook Log Show. Static helicopter, R.M. Band (27-28), Summer Visiting Team, R.M. Freetail Para Club, R.N. Display Team.
- 27 Lord Mayor's Show, Birmingham. London model.
- 27-29 Chatham Navy Days.
- 27-28 Basingstoke Air Pageant. Helicopter.
- 28-29 New Addington Carnival.
- 28-29 Sywell, Northants. R.N. Historic Flight.
- 29 Derby County Show. Static helicopter, R.M. Band, R.M. Freetail Para Club.
- 29 Surrey County Show.
- 29 Gala Day, RAF Henlow.
- 29 Lichfield Bower. London model.
- 29 Llandaff Club Fete.
- 31 June 2 Suffolk Show.
- 31 June 3 Bath & West Show. Static helicopter, R.N. Historic Flight.
- 31 R.M. Poole Open Day. R.M. Band.
- 31 Trevol House Fete, Torpoint. R.M. Band.
- 31 Salisbury Hospital Gala.



Promotions

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic has been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(R) — D. Hollingsworth (Hermes), B. A. Rowe (Mohawk).
To CPO(S) — N. E. Bacon (Rhyll), J. M. Bennett (Newcastle), M. A. H. Wright (Sheffield).
To CPO(D) — B. E. Hutchison (Maxton).
To CPOPT — A. S. Simons (Antrim).

SUBMARINE SERVICE

To CPO(S)(SM) — J. McP. Ross (Neptune), P. J. Wilders (Neptune).
To CRS(SM) — B. N. Truman (Superb), T. Sheere (Submarine School, Dolphin).

REGULATING BRANCH

To MAA — H. Osborne (JSATC Henden), C. Duke (Shavington), D. A. Burgess (SMOPS, Dryad).

SUPPLY & SECRETARIAT

To CPOWTR — P. R. Smith (892 Squadron), C. H. Lowson (Centurion), M. Stott (Seahawk), R. E. Danby (Gurkha), J. Crossley (Drake), A. J. Izzard (Centurion), J. R. Endersby (Pembroke).
To CPOSA — R. B. Baxter (Berwick), J. H. Martin (Nelson), M. J. Frost (Fisgard), B. K. Toft (Galatea).
To CPOSTD — R. N. Botham (Naiad).
To CPOCA — E. A. Parkinson (Pembroke).

MEDICAL BRANCH

To CPOMA — I. R. Whitehead (Cochrane), S. Roberts (Excellent).

WEAPONS ELECTRICAL

To CCEL — P. H. Lewis (Salisbury).
To ACEOA — H. J. Price (Eskimo), R. S. Sherriff (Orpheus), D. J. Deeprose (RSU Chatham).
To ACEOMN — D. Guild (Londonderry), A. H. Lovidge (Vernon), R. J. Tapson (Scylla), A. M. Stronach (Resolution).
To ACEA — K. S. Jordan (London), R. O'Hare (Ashanti).

To ACREA — P. K. Terry (Hermes), M. J. Bright (Dryad), B. Heathman (Dolphin), D. K. Prime (Defiance).
To ACEMN — D. J. Murphy (Warspite).

MARINE ENGINEERING

To CMEM — K. W. Ainley (Dolphin), D. Wilson (Porpoise).

To ACMEA — K. B. Digweed (Active), F. Benstead (Defiance), R. J. Pearce (Sultan), M. P. Nosworthy (Defiance), W. Birnie (Superb), J. B. Kershaw (Opossum).
To ACEMN — P. Lanagan (Nelson), A. V. Hagger (Revenge).

FLEET AIR ARM

To CPOA(AH) — V. T. Hathway (Collingwood).

To CPOA(SE) — C. J. Knight (Seahawk).
The following candidates have been selected for promotion to acting sub-lieutenant —

E(WJ): A. J. Badger, J. R. Bonshor, C. F. Brooks, R. J. Enock, G. Freeston, D. Goodall, M. Harris, R. R. Heath, D. L. Howe, A. N. Morris, K. J. Pile, P. M. Pittard, K. Ravenhill, P. Slater, R. F. Stenning, A. C. Stickle, M. R. Taylor, G. P. Thornton, P. C. Vanstone, J. A. Whittleton, T. M. Young.
E(WESM): D. S. Crane, R. F. Dixon, D. F. Goodwin, R. M. Gordon, B. J. E. Hearn, P. L. Morris, D. A. Pearce, C. R. A. Hill, D. R. Rimmer, I. W. Mackay, R. Flexman, F. G. Golding, F. T. Ruppensbery, P. L. Gallagher, P. M. Flutter, T. Furneaux, T. F. Brookman.

Engineering: J. A. Jury, M. J. Duckworth.
Another 30 candidates who have qualified professionally in this or previous examinations were considered by the selection board, but not selected on this occasion. A total of 45 candidates were unsuccessful in the examinations, failing to reach the required 46 per cent. overall.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate, i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

Stephany (19), single, brown hair, brown eyes, Feltham, Mdx.
Diana (17), single, 5ft 6in, brown hair, hazel eyes, London.
Lesley (17), single, 5ft 5in, blonde hair, blue eyes, Biggin Hill.
Beverley (16), 5ft 6in, brown hair, blue-grey eyes, Devizes.
Judy (16), 5ft 5in, brown hair, brown eyes, Maidstone.
Linda (17), single, 5ft 5in, blonde hair, blue eyes, Bromyard.
Wendy (22), single, 5ft 10in, brown hair, brown eyes, Bognor.
Joan (30), widow, 5ft 2in, blonde hair, blue eyes, Lincoln.
Rosallind (16), 5ft 3in, brown hair, green eyes, Peterlee.
Doris (38), widow, brown hair, brown eyes, March, Cambs.
Tracy (16), 5ft 7in, brown hair, hazel eyes, Birmingham.
Debbie (16), 5ft 4in, blonde hair, blue eyes, Hull.
Heather (19), single, 5ft 5in, blonde hair, blue eyes, Dundee.
Sue (18), single, 5ft 2in, blonde hair, green eyes, London.
Jacqueline (16), blonde hair, blue eyes, Kirkby-in-Furness.
Judith (27), single, 5ft 6in, brown hair, brown eyes, one daughter (5), Liverpool.
Frances (17), single, 5ft 5in, brown hair, blue eyes, Morden, Surrey.
Deborah (21), single, 5ft, brown hair, green eyes, London.
Dawn (17), single, 5ft, brown hair, blue eyes, Jackdall, Notts.
Anne (16), 5ft 4in, fair hair, blue eyes, Preston.
Karen (16), 5ft 4in, brown hair, hazel eyes, Morden, Surrey.
Maria (17), single, 5ft 1in, blonde hair, blue eyes, High Wycombe.
Sonya (16), 5ft 5in, brown hair, hazel eyes, High Wycombe.

Janice (17), single, 5ft 6in, brown hair, blue eyes, Tunstall, Staffs.
Vicky (15), 5ft 4in, fair hair, green eyes, Hertford.
Sophia (16), 5ft 5in, fair hair, blue eyes, Yeovil.
Irene (16), 5ft 11in, brown hair, green eyes, Beith, Ayrshire.
Avril (17), single, 5ft 4in, ginger hair, blue eyes, Leeds.
Theresa (15), 5ft, blonde hair, blue eyes, Brentford, Essex.
Belinda (16), 5ft, brown hair, blue eyes, Fordingbridge, Hants.
Helen (28), single, 5ft, dark hair, blue eyes, Grantown-on-Spey.
Karen (16), 5ft 8in, blonde hair, brown eyes, Portsmouth.
Elizabeth (16), 5ft 2in, brown hair, blue eyes, Dungenarvan, Co. Waterford.
Mary (16), 5ft 2in, brown hair, brown eyes, Dungenarvan, Co. Waterford.
Diane (16), 5ft 5in, blonde hair, green eyes, Thornton Heath, Surrey.
Miss A. (17), fair hair, blue eyes, Nairn.
Fiona (16), brown hair, green eyes, Edinburgh.
Linda (16), 5ft 2in, brown hair, blue eyes, Newcastle-on-Tyne.
Tina (17), single, 5ft 3in, black hair, brown eyes, Leicester.
Kim (17), single, 5ft 7in, brown hair, brown eyes, one son, Inverness.
Allison (15), 5ft 4in, blonde hair, grey eyes, South Ruislip.
Mary (28), 5ft, brown hair, blue eyes, two sons, Basingstoke.
Linda (16), 5ft 3in, brown hair, blue eyes, Anlaby, N. Humberside.
Jackie (17), single, 5ft 3in, brown hair, brown eyes, Anlaby, N. Humberside.
Rachel (15), 5ft 5in, brown hair, grey-green eyes, Sevenoaks.
Margaret (17), single, 5ft, reddish hair, green eyes, Glasgow.
Christine (16), 5ft 2in, brown hair, blue eyes, London.
Jackie (21), single, 5ft 1in, brown hair, hazel eyes, Peterborough.
Sue (23), single, 5ft 7in, brown hair, blue-green eyes, Brighton.
Mary-Anne (17), single, 5ft 5in, blonde hair, blue eyes, Sidmouth.
Liz (16), 5ft 3in, brown hair, blue eyes, Great Bookham, Surrey.

Melanie (17), single, 5ft 8in, brown hair, hazel eyes, Macclesfield.
Verna (16), 5ft 4in, auburn hair, blue eyes, Reading.
Diane (17), single, 5ft 2in, brown hair, green eyes, Wisbech.
Nina (22), single, brown hair, blue eyes, Birmingham.
Catherine (46), divorced, 5ft 6in, fair hair, blue eyes, two daughters, Edinburgh.
Jean (16), 5ft 2in, blonde hair, blue eyes, Farnham, Surrey.
Judith (21), single, 5ft 5in, brown hair, Wakefield, W. Yorks.
Julie (16), 5ft 5in, grey-green eyes, Ilford.
Christine (16), 5ft 6in, grey-green eyes, Ilford.
Jillian (18), single, 5ft 2in, black hair, brown eyes, Cramlington, Northumberland.
Christina (16), blonde hair, blue-grey eyes, Scarborough.
Allison (17), single, 5ft 4in, brown hair, green eyes, Macclesfield.
Nerys (21), single, 5ft 1in, brown hair, brown eyes, Colwyn Bay.
Kim (17), single, 5ft 4in, brown hair, brown eyes, Lincoln.
Tricia (19), single, 5ft 2in, brown hair, blue eyes, Buckie, Banffshire.
Julia (21), single, 5ft 4in, fair hair, green eyes, Buckie, Banffshire.
Giselle (19), single, blonde hair, brown eyes, Old Coulsdon.
Linda (27), single, 5ft 7in, brown hair, blue eyes, Bourne, Cambs.
Sara (16), 6ft, brown hair, hazel eyes, Waltham Abbey.
Sharon (16), 5ft 8in, brown hair, green-blue eyes, Sheffield.
Rosemarie (31), single, 5ft 7in, fair hair, blue eyes, slim, Portsmouth.
Gina (15), 5ft 3in, blonde hair, blue eyes, Ryde, I.O.W.
Allison (23), single, 5ft 8in, brown hair, blue-grey eyes, Binstead, I.O.W.
Sheena (16), brown hair, green eyes, Crief, Perthshire.
Debbie (16), 5ft 3in, brown hair, blue-green eyes, Bilston, W. Midlands.
Deb (15), 5ft 5in, dark hair, blue eyes, Loughborough.
Mandy (18), single, 5ft 3in, brown hair, brown eyes, Sherborne, Dorset.
Jeanette (17), single, 5ft 8in, brown hair, green eyes, Bexleyheath.

Pen Pals

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Leicester	£6.10	Cardiff	£5.75
Northampton	£5.20	Newport	£5.45
Reading	£3.10	Bristol	£4.20
Liverpool	£9.25	Bath	£3.85
Birkenhead	£8.95	Salisbury	£2.30
Chester	£8.60	Cirencester	£4.20
Manchester	£8.05	Swindon	£3.85
Warrington	£7.50	Marlborough	£3.50
Newcastle under Lyme	£6.90	London (Portsmouth)	£3.50
Stafford	£6.65	London (Gosport)	£3.50
Wolverhampton	£6.10	Hull	£9.25
Birmingham	£5.75		

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		Dave Potter D.J.		
Thurs. 6th	COMEDY NITE	Shag Connor's Carrot Crunchers	8 till 1130	70p
		John Thompson D.J.		
Sun. 9th	DISCONITE	Richard Wood D.J.	8 till 1100	30p
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Welcome ...

With a new name to start the new season, H.M.S. Warrior's narrow boat has made its first journey of 1978. The Northwood boat was known last year as Viking, but it was discovered that another vessel on the Thames bore the same name so, to prevent confusion, Warrior's boat was renamed Viking Warrior.

The first outing of 1978 was a five-day trip from the barge's normal base at Godalming down the River Wey to the Thames Lock, and back. A proposal to take the vessel into the Thames was frustrated by the state of the river.

Viking Warrior

The crew on the first run of the Viking Warrior were FCPO John Oughton, CPO Charlie Charles, PO Fred Jones, MEM Bunny Warren, and Leading Wrens Ann Sykes and Jackie Anderson.



MANNING THE GATES

Left: MEM Bunny Warren operating the gates as Viking Warrior prepares to leave a lock on the River Wey.

... to the 'Fleet'!

First of five for R.N.X.S.

Verdict at Chatham Naval Base on the new Thorne-built fleet tender Loyal Helper after her maiden voyage from the Humber — "She handles very well and is a good sea boat." It was passed by Lieut. Stan Tozer, who brought the craft south to the Medway where she will be used as a seamanship training vessel for the 19 units of the Royal Naval Auxiliary Service in the Medway Command.

The Loyal Helper, first of five similar ships being built for the R.N.X.S. by Richard Dunston Ltd., of Thorne, replaces the 25-year-old inshore minesweeper Thakeham at Chatham.

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BRANCH NEWS

Birmingham Central

The annual meeting was well attended and officers were re-elected. Shipmates are now looking forward to an even better year.

Cardiff

About 300 members and guests, including members of the ship's company of H.M.S. Fury, enjoyed a dance and cabaret at the New Tito's Club. The branch chairman, Shipmate Cobbold, presented an illuminated scroll to the commanding officer, Cdr. D. W. W. Burnside, and in return he received a ship's badge for the branch.

Chelmsford

At the annual meeting the following shipmates were elected as officers: K. Argent, chairman; R. Horley, secretary; C. Magnus, treasurer. Members heard that the branch had enjoyed a most successful year, with a variety of social events ranging from visits to other branches to social events in the Chelmsford area. The branch has maintained close links with other ex-Service groups.

Dagenham

The branch has donated £100 to the Dagenham Physically Handicapped Association's Ambulance Fund. The chairman of the branch, Shipmate Jim Pounder, handed the cheque to the branch welfare officer, Shipmate Fred Tibble, who, as a local councillor, former mayor and present deputy mayor of the borough, has done sterling work for this charity. Shipmate Brian Jones, who has just left the Royal Navy, has been elected as the branch social secretary.

Doncaster

The following shipmates were elected as officers at the annual meeting: president — D. Crabtree, chairman — A. C. Brunyee, vice-chairman — F. I. Bond, secretary — W. W. Grace, treasurer — C. W. Cheshire. The treasurer's report showed a surplus of more than £6,000. Plans are underway for the new headquarters. The contract has been signed and application has been made for major alterations. The branch was well represented at the commissioning of the Gateshead and Felling Branch and also the York Branch. The next big event will be the rededication of the branch standard on Sunday, May 21. Ecclesfield Parish Church was presented with £85 to endow a seat in the churchyard. Shipmate Bill Rand, the branch's oldest member, celebrates his 90th birthday on April 20.

Change of address

The address of the World Naval Exchange Club has been changed to 1, Heol Gadlys, Litchard, Brigend, Mid Glamorgan, S. Wales. Inquiries regarding membership should be sent to the membership secretary, Mrs. Joan Porter, 19, Hillview Road, Sutton, Surrey, SM1 3NS.

OBITUARIES

Shipmate Capt. Nelson Clover, of Torquay, died January 3, two days before his 90th birthday. Served as chairman and later as president for a total of 30 years, of the Torbay branch, Royal Naval Association. At the Battle of Jutland he was a lieutenant commander in charge of the main gun turret of H.M.S. Benbow.

Shipmate Dennis Clay, founder member and trustee of Swansea Branch, R.N.A. Served in H.M.S. London during the Amethyst incident on the Yangtze River and, as a seaman PO, he was a member of the gun crew at the funeral of King George VI.

Shipmate D. E. F. Smith, ex-PO Tel. Vice-president and chairman of Branch Welfare Association, Ellesmere Port, R.N.A.

Shipmate George (Sonny) Wetherell, member of Stockton-on-Tees Branch, R.N.A. Died February 6. Served in Coastal Forces and awarded D.S.M. during Second World War.

Shipmate John Nyland, member of Stockton-on-Tees Branch, R.N.A. Died February 14. Joined R.N. in 1940. Long service.

Shipmate Alf Vandervoort, aged 82. Member of Ramsgate Branch, R.N.A.

Shipmate J. J. Kindland, died February 15, aged 51. Founder member, Denby Dale & District Branch, R.N.A.

Shipmate L. Simmons, died at Star & Garter Home, Richmond, on February 15, aged 69. Adopted member of Liverpool Branch, R.N.A.

Shipmate Cliff Peet, ex-POEL H.M.S. Pembroke. Died February 20, aged 30. Founder member and first elected chairman of the Leicester Senior Service Association. His widow, Patricia, is chairman of the ladies' section.

DRUMHEAD SERVICE FOR NEW STANDARD

The new National Standard of the Royal Naval Association is to be dedicated at a Drumhead Service on Horse Guards on Sunday, June 18 — the day after the annual conference. The service is due to start at 1100 and last between 30 and 45 minutes.

An earlier plan for a service in St Martin-in-the-Fields was abandoned because it could not be fitted into the church's timetable.

Parade plans are to be announced later, but Captain R. Tiddy, the Association's general secretary, has called for a large turn-out of shipmates for the parade and service. "We shall all look a bit stupid if we have all the trappings on Horse Guards — including two Royal Marines Bands — and only a man and a boy turn up to fill in time while waiting for the local hostelry doors to open at 1200."

to be elected in Areas 5, 10, and 12, and branches in those areas are requested to return ballot papers by June 7. The N.C.M.s for Areas 1, 3, and 4, have been returned unopposed.

It has been decided that the money in the R.N.A. Central Charities Fund should be used to aid "specific deserving cases." The nominated charity for 1978 is the Sea Cadet Association and the R.N.A. contribution will go towards the £50,000 refit of the sail training ship, the *Royalist*.

OTHER NEWS FROM H.Q.

The competitions for standard bearers — including the Chester Cup event to decide who shall be the National Standard Bearer for the coming year — are to be held at the Duke of York's Headquarters, King's Road, London, on Saturday, June 10.

National Council Members are

FEDERATION FUN

The annual buffet dance of the North West Federation of Naval Associations at the Astoria Ballroom, Rawtenstall, attracted an attendance of more than 400. One of the highlights of the evening was a magnificent display of music and marching by Fleetwood Sea Cadet band. Many naval associations were represented, including Rossendale, Fleetwood, Stockport, Denton, Burnley, Leigh, Atherton, Lowton, and Wigan.

Gosport

The branch hosted the No. 3 Area annual meeting on March 11 when the following shipmates were elected: chairman, A. J. Forgham (Eastbourne); vice-chairman, Miss K. Warrington (Brighton); treasurer, A. Legg (Bath); secretary and standard bearer, G. Haley (Bournemouth); area chaplain, the Rev. J. Walmesley. Shipmate T. Howard was elected as an Area vice-president. It was agreed to hold Area meetings at various branches during 1978.

Greenford

Shipmate Alan Robinson, branch vice-chairman, pays tribute to the 14 members of the Liverpool Branch who upheld the ideals of the R.N.A. — "Unity, Loyalty,

Patriotism, Comradeship" — by travelling to the Star and Garter Home, Richmond, for the funeral, on February 15, of their adopted shipmate, Leslie "Simmo" Simmonds. Shipmate Striepey Burrell and his wife, Ethel, of Willesden Branch, made all the arrangements.

Irlam and Cadishead

Shipmate G. Hill was elected as chairman at the annual meeting of the branch. The following officers were also elected: vice-chairman, E. Burgess; secretary, W. H. Starkey; treasurer, T. Gallagher; standard bearer, R. McLean; deputy standard bearer, D. Morris; welfare secretary and entertainments secretary, W. McArthur; assistant welfare secretary, R. Partridge.

(Continued in Page 29)



Sceptre's guest

Three former commanding officers of the Second World War submarine H.M.S. Sceptre attended the commissioning at Barrow of the Royal Navy's tenth nuclear-powered Fleet submarine, H.M.S. Sceptre. One of the guests was Vice-Admiral Sir Ian McIntosh, who is seen above with the commanding officer of the new submarine, Cdr. R. S. Forsyth. Vice-Admiral McIntosh was awarded the DSO in 1944 while in command of the Sceptre. Promoted to captain in 1959, he commanded the aircraft carrier H.M.S. Victorious. He is now chairman of the H.M.S. Cavalier Trust.

North East Area

At the Area annual meeting held in Leeds, Shipmate Dick Gleadhill (Wear) was re-elected chairman — for the 20th time! To mark the occasion he was presented with a solid gold Life Membership badge. Shipmate Colin Brunyee (Doncaster) was elected vice-chairman.

BURNLEY BOOST

The publicity given to the golden anniversary of the Burnley and Pendle Branch of the Association of Naval Ex-Servicemen attracted so many new members that the branch has moved to more spacious headquarters at The Cross Keys Hotel, St James Street, Burnley, Lancs.

Calling old shipmates

The search for those who survived when the escort carrier H.M.S. Avenger sank on November 19, 1942, west of Gibraltar is now in full swing. Thanks to Navy News, many relatives of those who were lost have written to the ship in response to the earlier plea by Lieut.-Cdr. N. L. Ladd, first lieutenant of the new Avenger, but so far none of those who survived to date has been located.

Can you help the Avenger to find any of the 12 survivors? They were: PO J.

To: The Royal Naval Association,
82 Chelsea Manor Street,
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I should like to know the address of my nearest R.N.A. branch.

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If you can help in any way please write to Lieut.-Cdr. Ladd, H.M.S. Avenger, c/o Yarrow Shipbuilders Ltd, Scotstoun, Glasgow. H.M.S. Avenger is due to commission at Devonport in early May. She is the eighth Type 21.

The new H.M.S. Glasgow was launched on April 14, 1976, and is now completing on the Tyne. The crew numbers are building up in preparation, for acceptance. Several letters have been received from members of the ship's company of the last Glasgow, and the new "Glasgows" would very much like to hear from any other old ships who would like to keep in touch.

A regular newsletter is produced and, once the ship is in commission, reunions and other functions on board will be arranged. Anyone interested should write to Cdr. R. J. Killick or CREMN M. R. Taylor, H.M.S. Glasgow, Swan Hunters, Neptune Yard, Wallsend, Tyne and Wear.

Mr. Bob Cochrane (ex-PO A and later sub-lieut.), of J. D. Forbes, South Union Street, Monifieth, Dundee, would like to hear from anyone who served with him at the R.N. School of Photography, Summerley Estate, Felpham, Bognor Regis, during the war, or when he was with the East Indies Fleet or in Singapore with H.Q. SEAC.

Rear-Admiral I. G. Aylen, Tracey Mill, Honiton, Devon, is organizing a reunion of the cadets who joined H.M.S. Erebus in Plymouth in September 1928. He is anxious to contact the instructors — Chief Yeos Sigs "Wiggy" Bennett, PO Gunner's Mate James Fenton, PO PTI Cassidy, LS PTI Dart, PO Steward Judd (later mess butler at RNEC). Also, does anyone know where the Admiral can obtain the negatives of the group pictures taken in the Twenties by the Devonport photographers, Abrahams and Suttons?

Mr. H. Cope, 37, Melbourne Street, Salford, Lancs, M7 9YA, is compiling a chronicle of personal accounts of the Battle of Narvik and would like to hear from members of H.M.S. Glowworm or other Royal Navy or Merchant Navy ships and members of the Fleet Air Arm with memories of the period April 8-14, 1940.

Mr. D. L. Dibben former RO2(T), and his wife, former Wren J. C. Lambert, 104, Macon Way, Cranham, Upminster, Essex, RN14 1NZ, would like to contact friends who served with them in Fort Southwick, 1968-69, or who knew them during their Service careers.

Mr. D. Oliver, 4, Lawn Close, Rowen, Gosport, who served as an AB in H.M.S. Lowestoft, South Africa Station, 1925-26, would like to hear from former stoker 1st class H. Straughan, who is believed to be living in Brisbane, Australia.

Mr. W. E. Van-Den-Bergh, 99, Mornington Crescent, Cranford, Hounslow, Middlesex TW5 9SU, would like to get in touch with any torpedomen who survived the sinking of H.M.S. Kandahar, off Tripoli, in 1941. He would also like to know whether the ship's pennant number was F28 or G28.

LSTD John White, H.M.S. Avenger, c/o Yarrow Shipbuilders Ltd, Scotstoun, Glasgow, wants to hear from anyone who recalls the band of the pre-Second World War cruiser H.M.S. Tiger. Three drums formerly used by this band are now held by a Plymouth Scout troop.

Mr. George R. Parker, PO Box 2869, Salisbury, Rhodesia, would like to get in touch with any survivors of H.M.S. Martin, 3rd Destroyer Flotilla, sunk in the Mediterranean in November, 1942, during the North African Campaign. Mr. Parker will be visiting the U.K. in May.

Mr. Thomas G. Shirley (ex-PO stoker), 20 Woodlands Avenue, Walton, Staffs, would like to get in touch with old shipmates who served with him in H.M.S. Dorsetshire, 1937-42, or in H.M.S. Glorious, 1932-35.

Mrs. Diana Dorling, 17, Grinstead Gardens, Needham Market, Suffolk, IP6 8EU, would like to contact anyone who knew her brother, AB Derek Miller, lost when LCT 1029 was sunk off Skegness on January 16, 1944. He joined the Navy at H.M.S. Ganges in October, 1942.

Mr. H. J. Bentley, 48, Exeter Road, Southgate, London N14 5JX wishes to contact Mr. K. C. Cross (ex-CMM), last seen at the fall of Tobruk. He would also like to know the number of the MTB which picked up survivors from H.M.A.S. Parktown, sunk by five E-boats on June 21, 1942, about 100 miles from Tobruk.

Miss Heather Clarke, 14 Green Hill, Rectory Lane, Prestwich, near Manchester M25 5BW, would like to hear from anyone who can tell her what happened to her uncle, AB Trevor Evans, who disappeared in the Far East during the Second World War. AB Evans went to Singapore after surviving the sinking of H.M.S. Repulse, in 1941, and is thought to have been sent to Penang to help with the evacuation of women and children.

Mr. Leonard Turner, 15, High Street, Wainfleet, Lincs, would be pleased to hear

from anyone who can tell him the full story of the sinking of the paddleboat H.M.S. Plumpton, which struck a mine off Ostend on October 19, 1918. He was on deck at the time and was later taken to hospital in France, so he never knew what happened to his shipmates. Mr. Turner joined the Navy in 1915 and served 28 years.

Mr. E. S. Hughes, "Creg-Ny-Baa," Padworth Common, Nr. Reading, Berks, would like to hear from anyone who served in H.M.S. Maid Marion (RNPS), 1943-44.

Mr. Bill Croft, 12 Smithy Lane, Heysham, Lancs, is anxious to trace old shipmates who served with him in H.M. ships Queen of Kent, Granton, Edinburgh, 1942-44.

Mr. Cyril T. Martin, 5 Hawthorn Close, Denstone, near Uttoxeter, Staffs, was the silver bugler in the Bugle Band, H.M.S. St Vincent, Gosport, 1936-37. He has unearthed a photograph of the band, which has brought back many memories, and he wonders if any other members of the band would like to contact him with a view to arranging a reunion.

Mr. C. Hill (ex-PO) who served in H.M.S. Barham, 1925-28, is asked to write again to Navy News, giving his address.

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REUNIONS

H.M.S. Malaya (1937-1941) Association will hold its third reunion at the Centre Hotel, Portsmouth on Saturday, May 13. Former Malayas wishing to attend should contact the hon. secretary, Mr. A. H. Trigell, 77 High Street, Lymington, Hants. Tel: Lymington 73232.

H.M.S. Coventry Old Hands will hold their next reunion on April 22 on board H.M.S. Chrysanthemum, King's Reach, London. Details from Mr. E. M. Skelly, 17 Avon Crescent, Stratford-upon-Avon. Tel: Stratford-upon-Avon 3108.

The Chatham Branch of the Royal Hospital School Old Boys' Association, who normally meet on the first Wednesday of the month at the City Arms, Victoria Street, Rochester, Kent, will be holding their May meeting at the Union Jack Club, Sandell Street, Waterloo, for their London-based Old Boys. Details from Mr. P. A. Parkinson, 5 Alexander Road, Bexleyheath, Kent, DA7 4TU. Tel: 01-304 3635.

The eleventh annual reunion for those who served in H.M. ships Beagle, Boadicea, and Bulldog between 1939 and 1945 will be held in London on Saturday, May 13. Details from Mr. A. Back, 30 Cottenham Park Road, London SW20 0SA.

The Royal Naval Telegraphists (1918) Association are holding their 46th annual general meeting and annual dinner at the Union Jack Club, Waterloo, London, on Saturday, May 13. All ex-sparkers will be welcome. For full details send a stamped addressed envelope to Mr. R. L. Maguire, 131 Nags Head Road, Enfield, Middlesex EN3 7AD.

BIRMINGHAM INVITATION

The Type 42 destroyer H.M.S. Birmingham is to be granted the Freedom of the City of Birmingham on Thursday, May 11. This historic event will undoubtedly be of interest to any "old Brums" (anyone who served in the cruisers named Birmingham, 1913-31 and 1936-60). Anyone requiring more details about the event, perhaps with a view to attending the ceremony, should contact the Regional Careers Staff Officer, R.N. & R.M. Careers Headquarters, Unit 46, Birmingham Shopping Centre, Birmingham B2 4XD.

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BRANCH NEWS

Littlehampton

A concerted effort is being made to revive this branch after a seven-year decline. Members meet on the first Thursday of each month at the Kings Arms, River Road, Littlehampton. The next meeting is on April 6. More details can be obtained from the branch secretary, Shipmate Colin Wright, 20, Norfolk Road, Littlehampton.

Ramsgate

Nearly 100 shipmates, guests and members of other associations, including the Burma Star, the Dunkirk Veterans Association and the Royal British Legion, enjoyed the annual dinner at the Continental Hotel, Ramsgate. The R.N.A. Cup was presented to the Sea Cadet of the Year, AB Golds, and a guard display by T.S. Bulldog made an interesting evening complete.

Rugby

About 50 members attended the second annual meeting, at which a very healthy balance sheet was reported. Get-togethers are held on the first Monday of each month at the Radea Club, Castle Street, to which all ex-matelots and marines are invited. Officers re-elected at the annual meeting were as follows: chairman, Jim Ramsey; vice-chairman, Alan Webb; secretary, Gerry Spencer, and treasurer, Norman Foster.

St Neots

Cadets of T.S. Dauntless welcomed 35 shipmates on board for the presentation to the Biggleswade Sea Cadet Unit of two canoes, one donated by the branch and the other by Shipmate John Evans. After the presentation, the guard of honour of cadets was inspected by Shipmate Ted Smith, former branch chairman. The next social highlight is the branch summer buffet dance on June 24. Tickets are available from Shipmate R. Hastler, 15, Courtlands Drive, Biggleswade, Beds, serving R.N. and R.M. personnel living in the area are always welcome at branch meetings which are held on the first Wednesday of each

month at the Astra United services Club, Huntingdon Street.

Willesden

The annual dinner was a happy occasion. A warm welcome awaited the guests of honour Shipmate Dave Harding (Hounslow), Mrs. Pat Harding, and Mrs. Rene Gough. Members were pleased to welcome Major Harris, the new secretary of the Star and Garter Home, Richmond. It was good to know also that the £50,000 refit to the home is going ahead, with another floor completed and occupied. At the annual meeting all officers were re-elected. The branch is looking forward to a busy and happy year ahead.

Wolverhampton

At the March meeting the chairman, Shipmate Dick Ward, was presented with Life Membership in recognition of his services in a variety of roles over the years. Members, relations, and friends had an enjoyable outing when they went by coach to visit Leamington Spa, where they were narrowly beaten in the round of the No. 8 Area Memorial Trophy. The competition was followed by an enjoyable social evening.

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PEOPLE IN THE NEWS

The 'Tenderfooters'



H.M.S. Brinton's team of (see left, left to right) AB(MW) STEVE NILSSON, Lieut. BERT ARMSTRONG and AB(D) HAGGIS ROWE have set a new record for the Fishery Protection Squadron's unofficial Isle of Man marathon. Aim of the game for ships on Western Patrol is for three men to walk or run from Ramsey Pier at the north east end of the island to the marine laboratory at Port Erin in the south west.

The Brinton trio covered the hilly 28 miles in 5hr. 46min., clipping 1hr. 45min. off the previous record set by H.M.S. Stubbington.

The Isle of Man "Tenderfoot Race" was started by the Stubbington, whose team of (see right, left to right) Sub-Lieut. JOHN COOPER, SEA RUSSELL SLEE and SEA STEPHEN WEBSTER completed the course in 7hr. 31min.



Britain's longest serving Royal Naval Reserve officer has received a third clasp to his Reserve Decoration — the first time this has ever happened. Lieut.-Cdr. M. JARVIE HUNTER'S case had to be referred to the Admiralty Board for special approval because it was creating a precedent.

The Reserve Decoration is awarded for length of service in the R.N.R., which Lieut.-Cdr. Hunter joined in 1938. He received the DSC for his part in the capture of an Italian submarine while serving in H.M.S. Moonstone in 1940, and subsequently was involved in the Crete evacuation.

Lieut.-Cdr. Hunter is serving with H.M.S. Eaglet, the R.N.R.'s Mersey Division headquarters.



Jimmy Savile came up trumps for three young sailors from H.M.S. Collingwood. He "fixed it" for JEMs ALEXANDER MELVILLE, MARTIN DIXON and DAVID BRAMMER to meet the five sisters at the BBC television studios at Shepherds Bush, and to be pictured with them. From left to right are Alexander, Linda Nolan, Martin, Maureen Nolan, and David. The Collingwood trio, currently under sea training on board H.M. ships Bulwark and Intrepid, appeared on the popular "Jim'll Fix It" show last month.



CPO(Phot) BEN CARTWRIGHT's hobby has put him in the picture. Because Ben, the chief photographer in H.M.S. Drake, was awarded a bronze medal for his entry at Stampex, the major annual stamp exhibition held in London. Brian's entry, "India used abroad," reflects his special philatelic interest, Indian stamps to 1947.

Picture: LWren(Phot) Yasobel Brennan.

ARGENTINE GOLD MEDAL

Argentine Naval Attaché Vice-Admiral Horacio Gonzalez-Llanos visited Britannia Royal Naval College to present Mid. R. J. ADAMS with the Argentine Gold Medal. The award is made annually to the officer under training who achieves the best examination results while at BRNC.



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Ship shape and Abdiel fashion — that's the 70lb. cake produced by ship's cook THOMAS TAIT for the rededication ceremony of H.M.S. Abdiel at Rosyth. Thomas, pictured here with

the Abdiel's commanding officer, Cdr. R. A. SMITH, didn't think the 70 pounder would be enough, so he also made and decorated a cake in the shape of a rose basket. Pity his impressive handiwork had to be eaten ...

PEOPLE IN THE NEWS



All that effort in winning the Top of the Rock race was worth it for **POAM ROBERT HETHERINGTON** of H.M.S. Hermes when he was presented with the Bernard's Trophy by lovely Miss Gibraltair, **LOURDES HOLMES**. Robert, pictured in action in Page 10, won two Top of the Rock races while the Hermes was at Gibraltar during Exercise Spring Train. The Hermes is the first name to be inscribed on the new Bernard's Top of the Rock Trophy. Present at the ceremony were **Mr. ROY HENDERSON**, Bernard's Portsmouth overseas representative, and **Mr. ADRIAN DURHAM**, the company's Gibraltar manager.



The dining hall in H.M.S. Norfolk offers ratings good food and the added attraction of being able to enjoy it in a setting as colourful as a holiday brochure. The illusion of brightness and space in an otherwise confined setting, is created by an 18ft. by 6ft. mural which now adorns one wall.

The mural is the inspiration of Miss **ALISON WHETSTONE**, daughter of Capt. **TONY WHETSTONE**, the ship's commanding officer. Alison, a teacher who specialises in art and drama, spent five afternoons transforming the wall into an exotic scene from Walt Disney's Jungle Book. It was the first mural she has completed. Her previous work has been figure studies and portraits.

As a token of appreciation for brightening the dining hall, **CK DAVID DAKIN** (pictured above with Alison) on behalf of the ship baked Alison a special cake and **LCK JOHN STRATFORD** presented her with a picture of H.M.S. Norfolk.

Last drop!

It was a sad day for the **R.F.A. TIDEREACH** when she passed her last drop of fuel to H.M.S. Plymouth last month. The Tidereach is now non-operational as she awaits disposal just five months short of her 22 years for pension. The Plymouth's **MEO, Lieut M. J. BECKETT**, was on board to record the supply ship's last refuelling of an H.M. ship.



A teak lamp in the shape of a sailing boat has been presented to **Mr. TOSH ARNOLD** to mark his half-century of involvement with naval sailing in Portsmouth. Pictured making the presentation at the Command Sailing Centre at Whale Island is the captain of H.M.S. Excellent, **Capt. PETER LUCAS**.

Tosh has worked as an RNSA boatkeeper at Excellent since 1957, but his association with Navy sailing goes back to 1927 when he joined the Service as a Boy Sea Cadet. In 1937 he became the first winner of the Duke of Sunderland's Trophy for Service sailing whalers.

Picture: LA(Phot) Jim Birmingham

Spirited attack!

An attack pressed home by an admiral and four submarine captains brought the curtain down on the old attack teacher at H.M.S. Dolphin. Vice-Admiral **SIR LANCELOT BELL DAVIES** (pictured below) conducted the last attack at the training simulator and made two perfect hits in spite of a last-minute "surprise countermeasure."

For the admiral's target was suddenly transformed from a model frigate into a miniature bottle of whisky. Unruffled by Wren Radar Plotter **HELEN SMITH's** spirited intervention, Vice-Admiral Bell Davies pressed home a successful attack.

More than 1,000 submarine captains have trained at the simulator since it opened in 1936. It is now being replaced by a computerised training simulator.



Chaplain of the beat!

"Chaplain of the beat" the **Venerable BASIL O'FERRALL** gets into the swing with members of the Royal Marines band of the Commander in Chief Fleet. The Chaplain of the Fleet got his chance on the kettle drums when he visited the band's rehearsal room in H.M.S. Pembroke during a tour of Chatham naval base.

He has also made a recent visit to Rosyth, during which he took time off to have tea with the Wrens in H.M.S. Cochrane.

Picture: PO(A) Roger Smart

Half century in the Navy

Mr. NORMAN WOOD has left H.M.S. Drake after 50 years of service with the Royal Navy. He joined as an engine room artificer apprentice in 1928 and spent most of his service up to 1957 as a submariner.

In 1957 he entered Admiralty civilian service as a fitter until his retirement in February.

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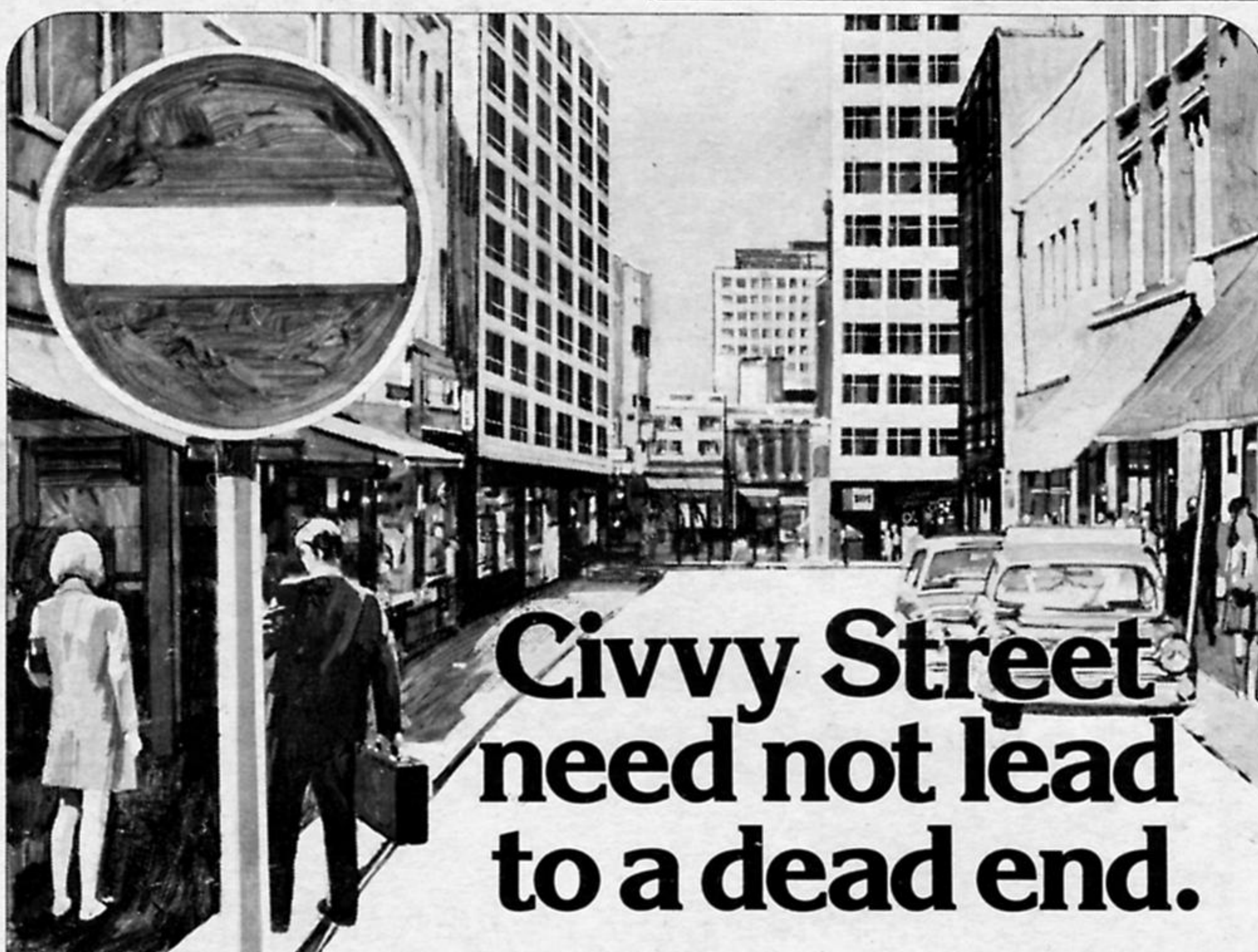
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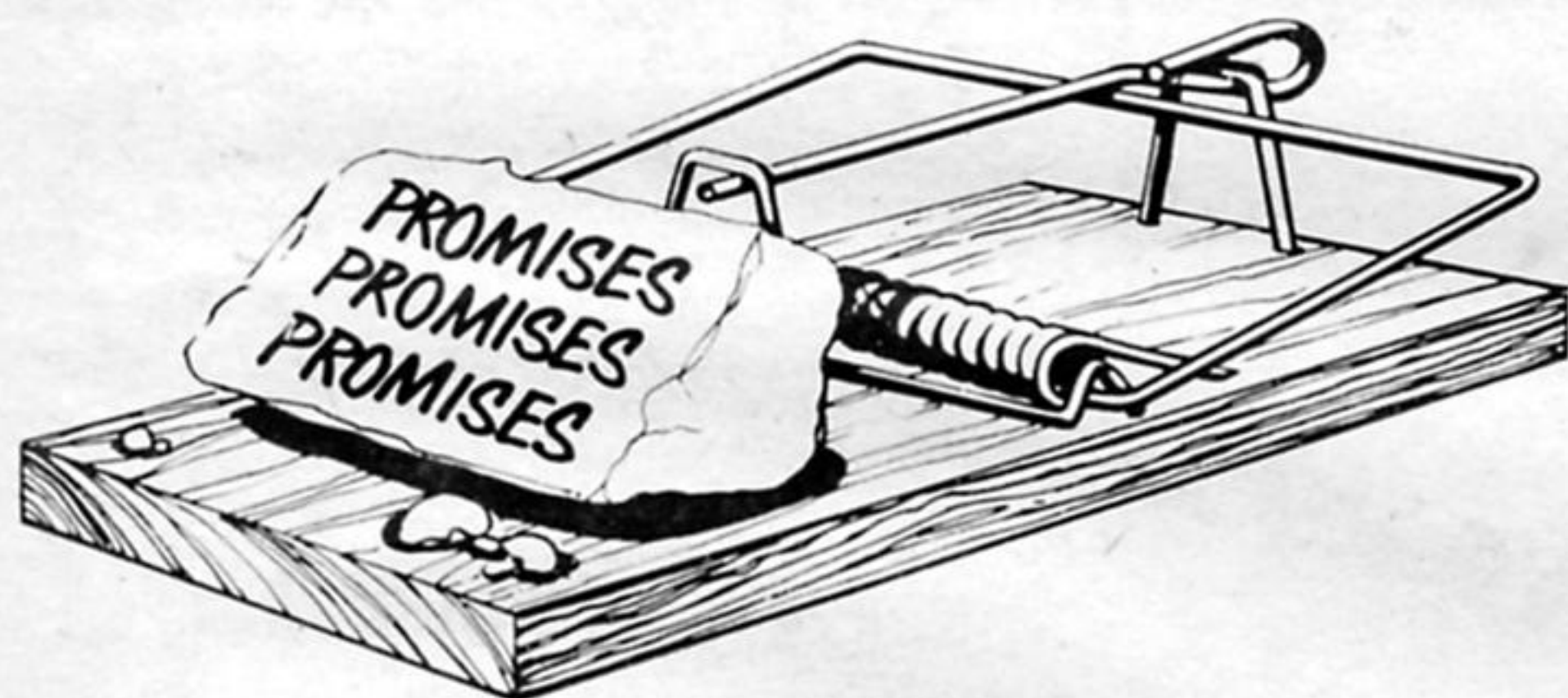
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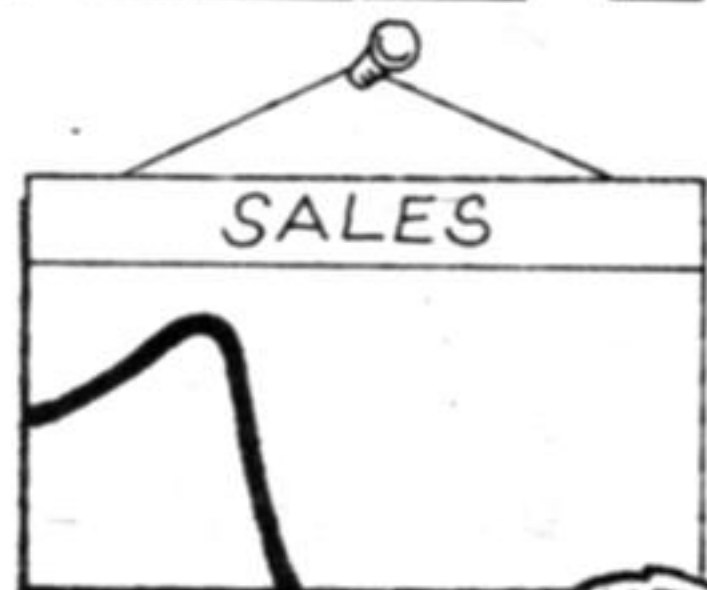
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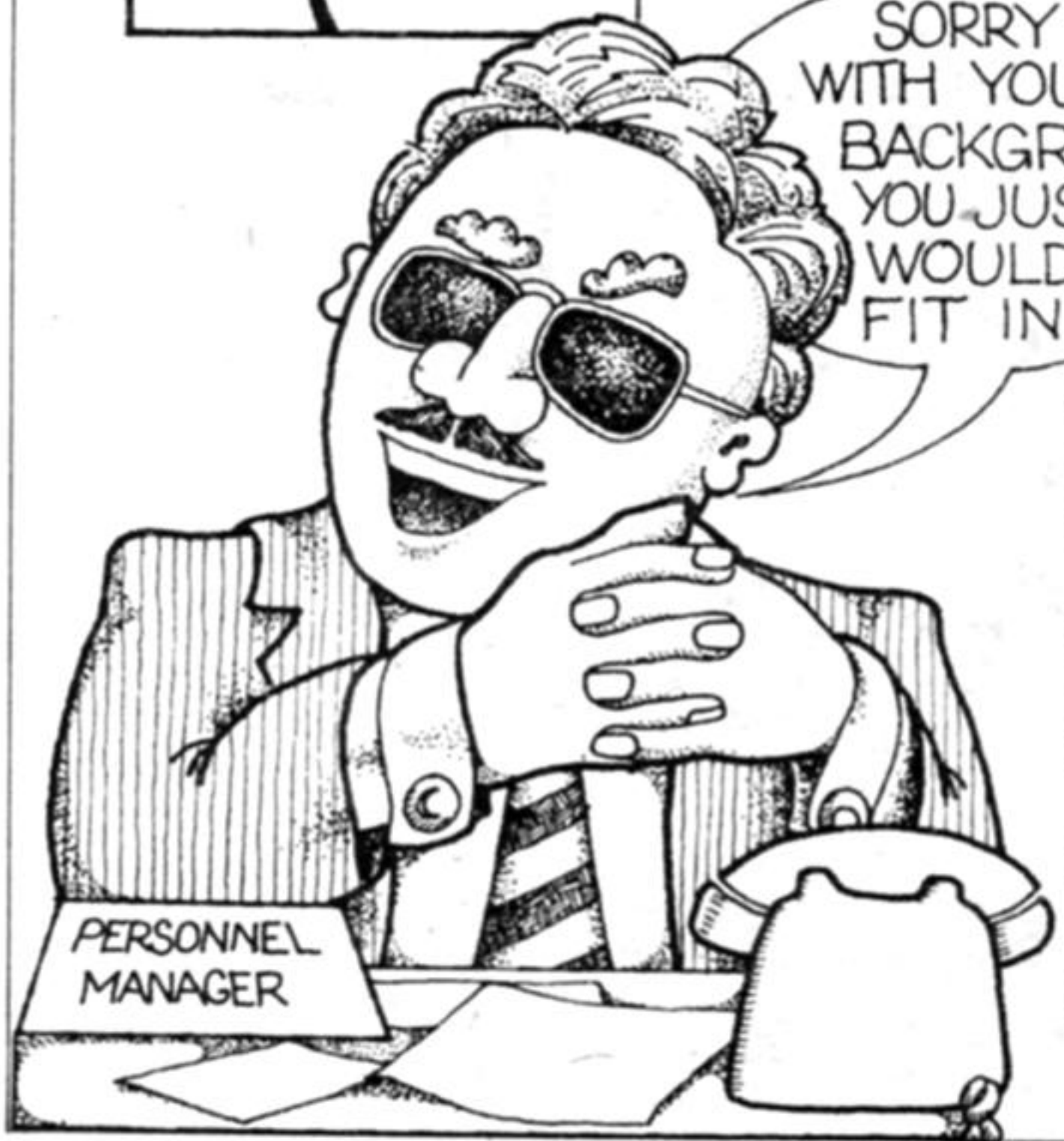
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SPORT

R.N. HOPES SQUASHED

The Inter-Service squash tournament played at RNEC Manadon brought two crushing defeats for the Royal Navy and an excellent three days of sport, writes Mike Benson.

First match took place just 24 hours after all routes to the West Country had been blocked by the February blizzard, but the programme was not upset.

The extreme weather conditions caused sweaty courts until newly installed fan heaters did their stuff, and the excellence of the Manadon organization was much appreciated by all competitors.

Both R.A.F. and Army beat the Navy 5-0, before the highly skilled Army team went on to take the title with a 4-1 victory over the airmen.

Navy champion Sub-Lieut. Paul Chaplin (Exeter University) was laid low by 'flu until the opening day of the tournament, a fact which further weakened a Navy side not quite at full strength.

THE TEAM

Lieut.-Cdr. Robin Bawtree (H.M.S. Charybdis) was available, however, and the team was completed by Lieut.-Cdr. Philip Pool (ASWE), MECH1 Frank Smith (H.M.S. Sultan) and Lieut.-Cdr. Mike Sauvage (BRNC Dartmouth).

The Army match brought an excellent performance from Chaplin, who lost in five games to Neil Stewart, Army champion and Scottish international, after winning the first two. What might the Navy champion have achieved if he had been fully fit?

The Army second string is currently ranked twelfth in the British Isles, at third string was Scottish international Chris Wilson, and even their fourth man, Dick Sharkey, has beaten many ranked

players and is quitting the Service to turn professional.

Against this strength the Navy could do little, and courage and skill gained the few points they were allowed.

It is significant that the four top Army players reached their high standard in a very short time due to the positive encouragement given to squash in the Army.

The Navy has recruited some very talented players over the years, but lack of facilities and heavy sea-shore ratios have made it unreasonable to expect tournament-winning performances.

SQUASH BOOM

It is not that the standard of Navy squash has fallen: rather it has failed to keep pace with the country-wide rise in standard which has accompanied the squash boom.

Two factors could boost the Navy game — the construction of planned new courts long delayed in the pipeline, and the appointment of a Navy squash coach.

Some consolation for the Inter-Service whitewash was provided by the Sailors team which came close to a surprise victory over their Soldier opponents. AMN1 Mike Phillipson and CPO Pat Beaton had the distinction of being the Navy's only winners of the week-end. Others in the team that lost 2-3 were Colour-Sgt. D. Humphreys, MECH1 S. Power and Sgt. P. Best.



CPO Alan Buller (H.M.S. Neptune), who was runner-up for the individual title at the Navy ski-ing championship, competing in the slalom event at Glenshee.

Royals ski to more success

Ski-ing has risen in popularity in the Navy over the last few years, as was demonstrated when 185 competitors gathered at Glenshee, Perthshire, for the Navy championships.

The expertise of the Royal Marines once more exerted itself as the Corps won the establishment, command and individual titles.

Conditions were hard and fast at first, but softened during the first day and turned to deep icy ruts by evening.

H.M.S. BLAKE

H.M.S. Blake won the Peter du Pont Trophy for inter-ship

competition, with 892 Squadron second and the submarine H.M.S. Odin a fine third. Fifteen ships' teams took part.

Twenty-two teams competed in the establishments' race for the Admiral Tait Cup over the giant slalom course. 42 Commando won the day, followed by one of H.M.S. Caledonia's five teams and H.M.S. Heron in third place.

SELECTORS

That evening the Command selectors chose teams for the following day's Inter-Command slalom races. The Royal Marines were again first past the post, although pushed hard by Scotland until three Scottish Com-

mand ski-ers missed gates and the team was disqualified.

Naval Air Command were second and the Reserves third and fourth.

Scotland redeemed themselves in the giant slalom to run the Royals a close second, with Naval Air third, Lieut. Jolyon Ralston (42 CDO) won the individual prize, with CPO Alan Buller, a nuclear welder from H.M.S. Neptune, second, and another Royal, Capt. Alistair Patrick (42 CDO), third.

AB Cliffe (H.M.S. Fife) won the novices' race, and the ladies' competition was won by First Officer Muriel Hocking, now ski-ing for the Reserves after several years with the WRNS.

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SPORT

RO Mervyn Lescott (H.M.S. Dolphin), left, goes forward against Mick Gannon of the Army in their Combined Services semi-final bout. Lescott upset the odds to win this fight, then went on to clinch the championship. He has since won an A.B.A. quarter-final bout against Western Counties.

Picture: LA(Phot) Chris McDermott



BOXING

Magnificent Seven take CSBA titles

Five go on A.B.A. trail

The seven Combined Services individual boxing titles picked up by the Royal Navy at H.M.S. Nelson last month went two better than 1977's record five successes and confirmed the Navy's current domination of Inter-Service boxing.

It was a night of triumph for coach CPO Mick Shone and his team as they reaped title after title in front of a large and appreciative "home" crowd.

The magnificent seven were flyweight SEA Cliff Storey (H.M.S. Antrim), lightweight Rct Terry Marsh (CTCRM), light-welter AB Wayne Green (H.M.S. Ajax), welterweight RO Mervyn Lescott (H.M.S. Dolphin), light middleweight AB Nicky Croombes (H.M.S. Collingwood), light heavy AB Tom Taylor (H.M.S. Hubberston), and heavyweight SA Roy Greenacre (H.M.S. Vernon).

HIGHLIGHTS

Among the many highlights were another clinical exhibition from the classical Marsh, Green's ferocious third round assault to overcome a brave and awkward opponent, Lescott's emergence, and big Roy Greenacre's eventual deserved win after he had taken a standing count in the first round against England heavyweight Royston Hunte.

Spare a thought, though, for two who did not quite make it — NAM Steve Willis (H.M.S. Daedalus) and CEM Mick Chance (H.M.S. Defiance).

Willis's wonderful come-back after serious injury to his hands has been a major factor in the Navy's success this season. He boxed brilliantly to win his semi-final and well enough to put increasing pressure in the final on Delroy Parkes, and ever-aggressive R.A.F. and England middleweight.

UNLUCKY MAN

Bantamweight CEM Mick Chance (H.M.S. Defiance) was the other unlucky Navy man on the night. He started well against vastly experienced John McGonigle and worked busily from beginning to end, but the judges gave a majority decision to the former CSBA champion and Olympic squadman.

To put the final seal on an already triumphant night for the Navy, RNBA president Rear-Admiral John Lee presented the Inter-Service team trophy to CPO Shone.

UNDER-19 TITLES

Three Under-19 titles went to Navy boxers at the CSBA individual championships. STD J. O'Driscoll (H.M.S. Intrepid) won the featherweight final, MNE S. Morris (CTCRM) the light welterweight, and SEA T. Hopkinson (H.M.S. Vernon) the middleweight title with a first round victory.

OEM Steve Gleeson (H.M.S. Devonshire) lost in the final of the light middleweight contest, as did MNE D. Roberts (40 CDO) in the welterweight division.

Table tennis championships

The Combined Services individual table tennis championships take place at R.A.F. Stanmore Park on April 18 and 19. Navy men's and women's teams have done well in the last couple of years and will be looking to add to their successes.

The Navy's own championships are being staged at H.M.S. Collingwood on April 6 and 7.

Collingwood won the team event at the expense of H.M.S. Dryad at the Portsmouth Command championships, and took the men's singles and doubles titles in the individual championships.

Airmen show clean heels

Four internationals competed in the Inter-Service cross-country championships at H.M.S. Dryad. Cpl. J. Wild (R.A.F.) won the individual title in the very fast time of 29min. 24sec., almost a minute ahead of Lieut. Rees Ward (H.M.S. Excellent) who was placed third and was the first Navy runner to finish.

The airmen dominated the race and won with 39 points to the Army's 52. The Navy were third with 97.

AB Steve Hall (H.M.S. Nelson) finished 12th, and the other Navy runners were PO Terry Osborne (H.M.S. Raleigh), CPO Keith Cawley (H.M.S. Drake), UY Adrian Hobbs (H.M.S. Caledonia), Lieut. John Walters (H.M.S. Collingwood), CPO Joe Clare (H.M.S. Ark Royal) and Cpl Chris Hazelwood (CTC Lymstone).

SCOTLAND

Lieut. Ward was selected by Scotland for the world cross-country championships after finishing second in the Scottish trials.

In the Navy championships, also run at Dryad, Rees Ward retained his title with a time of 31min. 06sec. which put him a good minute ahead of second-placed AB Hall. PO Osborne was third, 37 seconds behind Hall.

The junior title went to UY Hobbs, who was fifth in the senior race. Second junior home was 16-year-old JMEM Gerry Band (H.M.S. Sultan), who ran a plucky race to finish ninth overall.

Lieut. Ward headed the winning Portsmouth Command team, whose six scoring runners all finished in the first 13. Portsmouth made it a double by also capturing the junior team title.

Champagne return for Adventure

Champagne corks were popping at midnight as Adventure, the Joint Service entry, crossed the finishing line at the end of the 27,000-mile Whitbread Round-the-World yacht race.

As the Nicholson 55 berthed at H.M.S. Vernon (see picture, right), at the end of her second seven-month race around the world a crowd of about 70 relatives, earlier crew members and friends were there to cheer her in.

Adventure's performance on the final 5,000 miles from Rio de Janeiro to Southsea put her in eighth place on handicap for the leg and seventh overall for the race. Fifteen competitors



RUGBY

Navy rugby captain and sportsman of the year Paul Dunn (left) presents members of his team to the Duke of Edinburgh before the Army match at Twickenham. Shaking hands with Prince Philip is Wayne Davies, with Keith Martin and Roger Tinson looking on. In the background is Peter Plumb.

Picture: LA(Phot) Chris McDermott.

TWICKENHAM CELEBRATION

In a month which provided enthusiasts with a feast of international rugby, pride of place in the Navy calendar went to the annual battle against the Army at Twickenham, writes Mike Vernon.

The occasion this year was enhanced by the presence of the Duke of Edinburgh at what was the centenary encounter of these old adversaries. The first game at Queen's Club in 1878 between the officers of the two Services was narrowly won by the Navy. The 1978 encounter, too, was won by the Navy with a 17-16

scoreline in a match that disappointed neither spectators nor those of the national Press not at Dublin or Murrayfield.

Navy victory was achieved by way of a goal, two tries and a penalty, to a goal, a try and two penalties. For the Navy, Colin English, Andy Hamlett and Clive Richards powered over for tries, and John Leigh added a conversion and a magnificent match-winning penalty in the last minutes of the game.

The game reflected enormous credit on both teams and referee Clive Norling, and provided entertainment, excitement, courage, spirit and sportsmanship of the highest order.

Few of us have seen a finer exhibition, and the image of Services rugby — so often a target in recent years — has suffered no harm either.

R.N. 8, R.A.F. 15

Sadly, the sparkle that brought victory against the Army was missing when the Navy returned to Twickenham on a squally Easter Saturday to take on the R.A.F.

In no time at all the airmen were nine points up and, despite Navy tries from Roger Tinson and Keith Martin, held on to win 15-8. The R.A.F. were generally sharper on the day and in fly-half Green they had the match-winner. He scored 11 of his side's points from the boot.

An off-day for the Navy place-kickers did nothing to further the cause.

Perhaps the Army may be able to pull the Navy's chestnuts out of the fire and produce a three-way tie for the Inter-Service championship when they meet the R.A.F. in their rearranged fixture on April 22.

LLANELLI 10, R.N. 8

Ten days after the Army match, the Navy paid their first-ever visit to Stradey Park. Although Llanelli were without their four internationals standing by for the Wales-France Grand Slam decider the following Saturday, the Navy could also claim to be below strength.

Colin Youldon and Mike Connolly proved, however, to be fine replacements for Colin English and Roger Tinson, and played themselves into the side which opposed the R.A.F.

Llanelli started ominously with an early try, but were pegged back by dour Navy defence and a try when Wayne Davies put the finishing touches to a forward surge started by skipper Paul Dunn.

Llanelli's scrum-half shot over unopposed at the start of the second half before the Navy replied with a try by Keith Martin. It was not John Leigh's kicking night, though, and the missed conversion left the Navy trailing 8-10, which proved to be the final score.

R.N. 12, RICHMOND 28

Paul Lea (2) and Peter Norrington Davies scored tries for the Navy in a 12-28 Navy defeat against Richmond in the build-up to the Army game.

Tennis match

The Navy played a B team Inter-Service tennis match against the Army at Aldershot on April 1 and 2. The men's team was Lieut. Peter Holt (RNEC), RO1 Hugh McGuinness (H.M.S. Bulwark), Surgeon Lieut. Steve Davis (H.M.S. Collingwood), and Mid Rob Bolton (Manchester University).

CROSS-COUNTRY



A delighted UY Adrian Hobbs (H.M.S. Caledonia) crosses the line to become the 1978 Scottish Combined Services League cross-country champion. The championship is decided on the best seven performances from ten races, and Adrian won five, tied first once and came second in his final race.

This year's Navy junior cross-country champion and a member of the Navy senior team, UY Hobbs has been selected to train as an officer at BRNC Dartmouth.

SPORT

finished the world's longest ocean race in good order.

Overall handicap winner was Flyer, with Kings Legend second and Treaty of Rome third. Line honours went to Heaths Condor, which nipped in four hours ahead of Pendulick and a day ahead of Great Britain II.

The final leg to Portsmouth was won and lost on the Azores, where Adventure struggled to overcome the handicap of a twice broken forestay. The Services yacht also experienced light winds off the Spanish coast.

Her outer forestay broke at the lower fitting on February 28 while she was making eight knots close reaching in 20 knots of wind. No

other damage was caused, but the repair broke again soon afterwards and cost her dearly.

Time taken to mend the forestay dropped Adventure's handicap position to 14th at one time, before she gradually improved to her final eighth position.

Six members of the Royal Navy were included in the final leg crew. One Royal Marine and 18 members of the Royal Navy have sailed Adventure on her marathon voyage, which started off Southsea Castle last August and has taken her to South Africa, New Zealand and South America.

Picture: CPO(Phot) Tony Wilson.

WHEN
WHAT
AND
WHERE

APRIL

- 31 Mar-2 Apr — Athletics: R.N. coaching proficiency course (Victory Stadium).
31 Mar-4 Apr — Mountaineering: JS meet, RN & RMMC (Skye).
31 Mar-1 Apr — Basketball: Inter-Service junior championships (Arborfield).
1 Apr — Fencing: Inter-Services triangular B (RAF Cosford); Modern Pentathlon: RN biathlon championships (HMS Raleigh).
1-2 — Golf: RN v Dorset (Dorset); Lawn Tennis: Inter-Service B championships (Aldershot); WRNS Inter-Service B team indoor (Aldershot).
2 — Cycling: RN&RMC circuit races (HMS Daedalus); Hockey: RN U21 v Surbiton U22 (Portsmouth).
3-7 — Swimming: RN coaching proficiency course (HMS Caledonia).
4 — Rugby: CS v English Students (Bridgwater).
5 — Boxing: ABA semi-finals (all England) (Gloucester).
6-7 — Table Tennis: Inter-Command competitions & RN championships (HMS Collingwood); Netball: WRNS Inter-Services (Aldershot).
6 — Rugby: Combined Services v. British Police (Chesapeake).
7 — Rugby: RNRU v Netherlands B — 2000 (Hilversum).
8 — Swimming: Willie Mellors Quadrangular (HMS Caledonia); Cycling: RN & Inter-Service medium gear 25 mile TT (Hereford).
8-11 — Sailing: Race from Plymouth / Portsmouth to Guernsey.
9 — Kayak: Thames LD (Twickenham); Rugby: RNRU v The Netherlands (PM) (Hilversum); Cycling: RN & I.S. Hill time trial (Hereford).
10 — Soccer: RN & RAF (Naafi Jubilee Cup) Collingwood v Brize Norton 1430 (HMS Collingwood).
12 — Athletics: RN & I.S. marathon championships (RAF Swindon); Soccer: Combined Services v. Football Association, 1930 (Aldershot); Golf: RINGS — Admiral's Bowl (Blackmore).
13-14 — Golf: RINGS — annual meeting (Blackmore & Liphook GC).
14 — Rugby: Netherlands B (2000) Hilversum; Soccer: Naafi Jubilee Cup tournament.
15 — Judo: RN Youth fixture (Plymouth).
16 — Kayak: Leamington (Warwick); Rugby: The Netherlands (afternoon) (Hilversum); Modern Pentathlon: Triathlon Competition (Tewkesbury).
18 — Soccer: RAF v Army (Naafi Jubilee Cup) Brize Norton v 39 Reg RA, 1430 (Brize Norton).
19 — Inter-Command semi-finals (A) RM v Scotland 1030 (Deal); Inter-Command semi-finals (B) Portsmouth v Plymouth, 1430 (Deal).
19 — Boxing: ABA semi-finals (Manchester).
20 — Soccer: Winner A v B final, 1430 (Deal).
20-21 — Basketball: Inter-Service championships (Aldershot).
23 — Kayak: Lee and Stort (Harlow).
24-27 — Hockey: Easter Festival (Weymouth).
29 — Athletics: RN v Army v Cambridge U v Met. Police v Woodford AC (Woodford Green).
29-30 — Kayak: River Treverwyn 1 (N. Wales).
30 — Cycling: CSCA Open 25 mile TT (Lyneham).

SOCCER

Champions, in
nick of time!

The Royal Navy are Inter-Service soccer champions again! A dramatic injury-time goal against the Army at Aldershot turned certain defeat into a draw and assured the Navy of outright claim to the magnificent Constantinople Cup, writes Jack Sheppard.

The Navy went to Aldershot knowing a draw would be sufficient to win the trophy. They had already beaten the R.A.F. 2-0 at Chatham, and the R.A.F. had subsequently beaten the Army by the same margin.

But the Aldershot match turned into a battle of defences, with the Army breaking the deadlock just before half time.

Slowly the Navy got on top, and John O'Connell's injury - time equalizer was no more than the Navy deserved.

NAVY'S CHALLENGE

The Navy's challenge started at H.M.S. Pembroke against the R.A.F., in a match generally dictated by the sailors. Substitute Kevin Maddocks (H.M.S. Sultan) broke down the stubborn R.A.F. defence with a copy-book goal in the second half, and the impressive Frank Ovard (R.M. Deal) later scored from the penalty spot after he had been brought down by the goalkeeper.

Championship honours brought particular pleasure to CPO Derek Godwin. Soon to join H.M.S. Bulwark, he has been Navy coach and selector for the past four seasons and this was the

third occasion in that period that his teams have won the title.

High hopes that the Navy Youth side would retain the Inter-Service Youth Cup were dashed by the Army and an own goal.

After beating the R.A.F. 5-2 by way of a Sharky Ward (H.M.S. Newcastle) hat-trick and goals from Paul Scholes (H.M.S. Norfolk) and Smith (H.M.S. Bristol), the trophy's destination hinged on the final game between Navy and Army.

Navy forwards squandered chance after chance in an otherwise excellent and skilful match, and paid dearly when Len Lewis (H.M.S. Dolphin) had the misfortune to score an own goal in trying to clear his lines.

That was the only goal of the match and gave the championship to the Army, with the Navy runners-up and the R.A.F. third.

Plymouth beat Naval Air Command 1-0 and Portsmouth beat Medway 3-2 in the quarter-finals of the Inter-Command tournament last month. The semis take place at Deal on April 19 when Scotland take on the Royal Marines and Portsmouth play Plymouth. The final is scheduled for April 20.

SHOOTING

Collingwood in
the hunt, again

H.M.S. Collingwood A team, holders of the Woolwich Cup and six times previous winners, have reached the semi-finals of the Inter-Establishment smallbore rifle competition for the 15th consecutive year.

In their semi-final they shoot against H.M.S. Warrior, who have never previously reached this stage of the competition.

The other semi-final is between Collingwood B and H.M.S. Excellent, four times cup winners and 13 times semi-finalists.

H.M.S. Collingwood are also contesting the semi-finals of the Inter-Establishment smallbore pistol competition. They meet the holders, H.M.S. Daedalus, H.M.S. Heron and H.M.S. Sultan are the other semi-finalists.

The WRNS came a disap-

Dryad win
U.S. league

H.M.S. Dryad followed their promotion from Division II of the U.S. Services (Portsmouth) football league by winning this year's Division I championship. The Dryad team were unbeaten in the league in their first year in the top division.

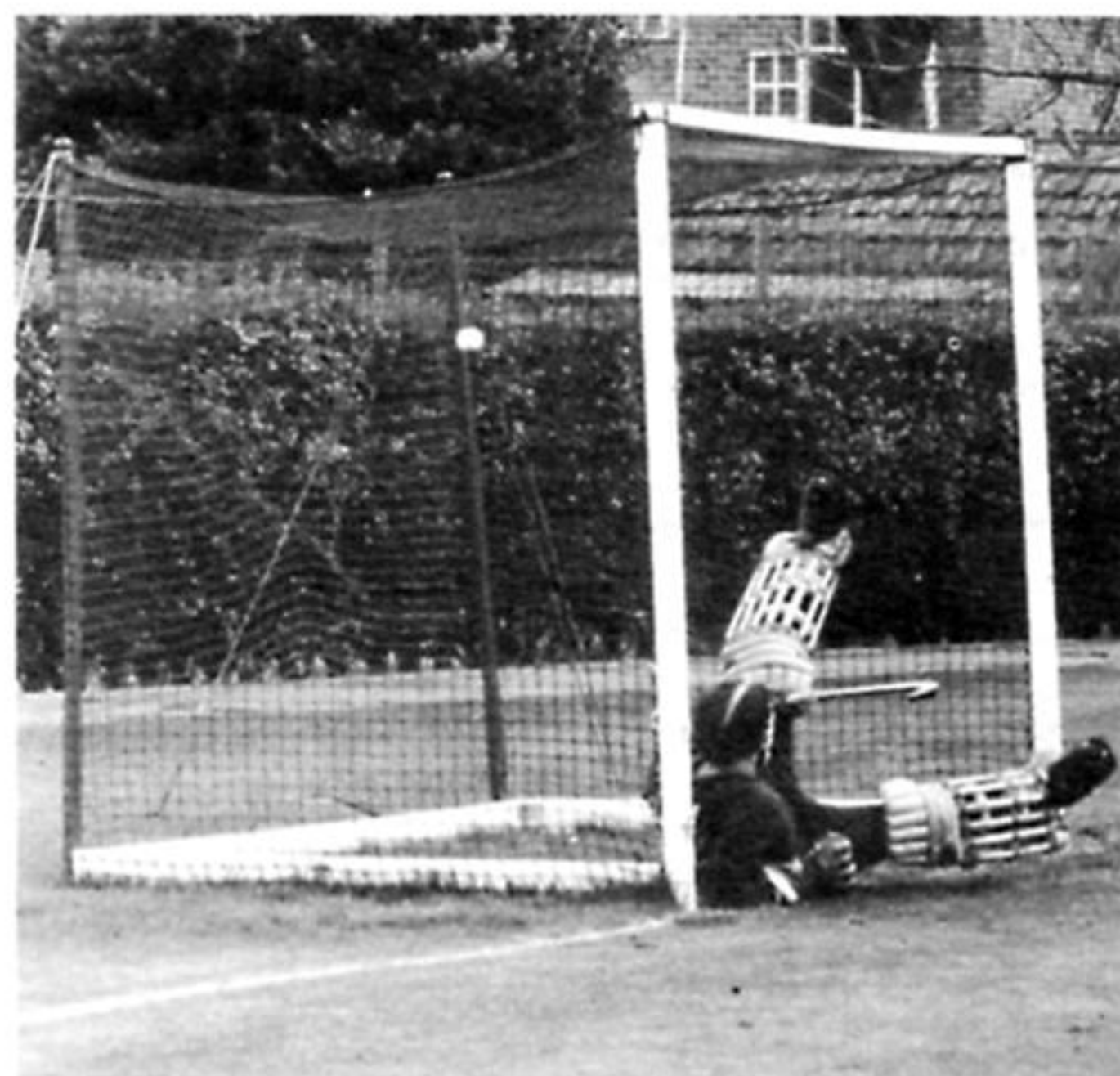
pointing third to the WRAF and WRAC teams at the Women's Inter-Service smallbore rifle championship shot at R.A.F. Uxbridge.

Only nine points separated the three teams, but the WRNS had expected to do much better after a week of training at H.M.S. Daedalus, during which they had conceded narrow victories to the Civil Service, Hampshire Ladies and H.M.S. Collingwood.

Wren Janet Ganley (H.M.S. Heron) achieved the second highest score of the match with 197 out of 200. Coupled with her 190 against the Civil Service, this gave Wren Ganley the Newcombe Trophy.

SELECTED

Second Officer Penny Lee (H.M.S. Vernon), POWren Jo Snaith, LWren Jenny Burns (HQ AFNORTH Oslo), and Wrens Ganley and Denise Staniforth (both of Heron) were selected for the subsequent Combined Services match against the Civil Service.



Navy goalkeeper Lieut. Nigel King goes the wrong way as the R.A.F. go 2-0 up from a penalty stroke in their Inter-Service championship decider.

Picture: LA(Phot) Danny de Feu.

Strongest
in Navy?

Navy athletics coach RELMN(A) Trevor Walhen could justifiably claim to be the strongest man in the Royal Navy after finishing second at the Hampshire power-lifting championships.

Competing in the super-heavyweight class (17st. 6lb.) he broke the county record in the bench press with a lift of 352½lb. and went on to lift personal bests in the deep knee bend (squat) with 462½lb. and a 573lb. dead lift.

Referees'
course

The RNFA Referees' Society breaks new ground when it holds residential courses for potential referees at CTCRM Lymington and H.M.S. Neptune on June 2-5.

Further information can be obtained from the society's chairman, Lieut. Graham Knock, at FOCAS, Fort Southwick (telephone 281), or from WI Len Huff, CTCRM Lymington. Applications should be in before May 15.

HOCKEY

Navy put up
good fight

The Royal Navy hosted the three-day Inter-Service hockey championships at U.S. Portsmouth, and went a long way towards avenging two heavy defeats sustained in 1977.

While the Navy Under-21 team won their championship, the seniors beat the Army 1-0 and lost 2-1 to the R.A.F. in a fiercely competitive game. The R.A.F., as champions, go on to represent the Services in the national rounds of next season's county championship.

Navy midfield superiority, controlled by Welsh international Lieut. Robin Martin, began to tell against the Army after the soldiers has missed a penalty stroke midway through the first half.

Martin set up the only goal of the match for CPO/TI Andy Gregory, and thereafter the Army had to defend desperately against intense Navy pressure.

LOOKED STRONGER

The R.A.F., who beat the Army 4-0, produced some excellent build-up and always looked the stronger in their fiercely competitive final against the Navy. They scored in the eighth minute, and again in the second half from a penalty stroke after holding out against a lot of Navy pressure.

Sub-Lieut Ron James struck back for the Navy three minutes later, and the final whistle came with the Navy still battling to find a way through the R.A.F.'s determined defence.

Indoor hockey
champions

U.S. Portsmouth beat Old Tauntonians 11-2 to win the Pirelli Indoor Hockey League for the first time. Brilliant Dave Siddall controlled the match from midfield as U.S. Portsmouth clinched the championship six points ahead of their nearest rivals.

Keneally
picked
for Paris

POPT Tim Keneally (H.M.S. Nelson) has been selected for the British pentathlon team to compete in a senior international in Paris this month.

Keneally was part of a three-man Navy team that did well to finish fifth in the Army triathlon championships at Aldershot. The teams that finished above them were packed with international athletes.

MNE Chris Nesbitt (REME Arborfield) was beaten only by Olympic hero Danny Nightingale as the Navy finished second to the Great Britain team in the running event. Nesbitt was also placed well — third — in the swimming event, and has obviously received a boost from his inclusion in the British squad.

THIRD MAN

Third member of the team was MEM Danny Boon (H.M.S. Falmouth).

Navy teams were first and third at the South-West Area triathlon championships staged at R.N. air station Yeovilton. First three individual places were filled by PMC Pat Dunleavy (R.A.F. Holton), REA App Steve Reynolds (H.M.S. Excellent) and MEM Jim Nowak (H.M.S. Temeraire). Fifth was LMEM Ray Anken (H.M.S. Sultan).

Champions, again

The WRNS hockey team put a largely disappointing season behind them by winning the Inter-Service tournament for the fourth time in five years.

CWren Yvonne Russell and CWren Dee Watkinson scored as the WRNS opened their campaign by beating the WRACs 2-1. The championship hinged on the last match against the WRAF team.

Goals by CWren Watkinson and CWren Jane Walsh put the Wrens two up by half time, but the

WRAF scored early in the second half to set up an exciting finish to the tournament.

The Wrens held out to retain the Inter-Service trophy and five members of the team were selected for the Combined Services squad. They were CWren Jane Walsh (H.M.S. Raleigh), LWren Yvonne Russell (H.M.S. Nelson), LWren Ethel McMahon (H.M.S. Temeraire), Wren Vicky Campbell (H.M.S. Dryad), and Wren Sylvia Sim (H.M.S. Temeraire).

MANY HAPPY RETURNS . . .

Twelve months — almost to the day — after H.M.S. BACCHANTE entered Gibraltar for refit, the ship's company of H.M.S. Achilles transferred to the Bacchante and started to bring her back up to operational readiness. This was the Bacchante's second routine refit since she first commissioned in 1969.

The recommissioning ceremony on March 10 took place in bright sunshine on the quayside at Gibraltar. The picture (right) was taken by LA Dick Birkett during the service, after which the commissioning cake was cut by Mrs. Pat Highton, wife of Cdr. John Highton, commander of the Bacchante refit group. She was assisted by Junior Seaman Stackhouse.

After sea acceptance trials in the Gibraltar area the Bacchante

will head for her home port. Going by way of Portsmouth and Portland, she is due to arrive at Devonport on April 21.

With the other members of her new squadron (the First Frigate Squadron), the Bacchante is to visit Liverpool early in May. She is then due to start a busy work-up period before returning to some of her old haunts with friends in the Standing Naval Force Atlantic.

Another member of the First

Frigate Squadron, H.M.S. GALATEA, was rededicated on March 4 after a six-month refit in the new frigate complex at Devonport. The main guest was Admiral Sir Henry Leach, Commander-in-Chief Fleet, who is a former commanding officer of the Galatea.

The Admiral inspected divisions before presenting the Long Service Medal to POCK Whittaker, who also made the ship's commissioning cake. This cake — which was later donated to the British Seamen's Boys' Home at Brixham — was cut by the commanding officer's wife, Mrs. Nolan, with the help of the youngest member of the ship's company, JMEM Wing.

FALMOUTH PUNCH

Cups of hot "Falmouth Punch" helped to warm the families and friends who attended the rededication of H.M.S. FALMOUTH in Portsmouth on March 4. The punch was served with slices of the iced cake which was made on board by POCK Todd and CK Quickfall, and which was cut after the ceremony by Mrs. Gillian Startin, wife of the commanding officer, Cdr. J. A. Startin. In accordance with tradition, Mrs. Startin was helped by the youngest rating in the ship, 16-year-old JS Gary Chisnell.

The Galatea, which was damaged in a collision with the Icelandic gunboat Tyr during the Cod War in 1976 and was subsequently fitted with a new bow, is now doing post-refit trials before starting work-up at Portland.



Pictured around the Falmouth's punch bowl are (left to right): POSTWD Hughes, LSA White, Naval Nurse Carol Whitehouse, Senior Naval Nurse Rosemary Warrillow, and LS Cairns.

Picture: LA(Phot) Denny du Feu

Pollington's penguin



Bert the Penguin made his debut as mascot of H.M.S. Pollington in appropriately freezing weather when the former R.N.R. minesweeper was commissioned at Chatham after a major refit. She is now in R.N. service — for the first time in her 20-year life — as a fishery protection vessel.

Bert is seen above in the safe custody of Mrs. Alison Leroy, while her husband, OEM Iain Leroy, and MEMs Norman Cardwell, John Thubron, John Boland, and OEA Mick Rock toast the Pollington.

The ship's commissioning cake was cut by 17-year-old Seaman Kenneth Kane and Mrs. Christine Widgery, wife of the commanding officer, Lieut. David Widgery.

Picture: LWREN (Phot) Lynn Williams

WHAT A WELCOME!

When H.M.S. Hardy made a goodwill visit to Manchester she was "ambushed" by boys with air rifles. They were waiting for her in a cutting on the Ship Canal. Later, however, in Manchester the goodwill was very much more in evidence.

SOBERING THOUGHT

The Navy is about to embark on what is believed to be its first-ever film campaign to help educate its men and women in the art of sensible drinking. Within the next few months a series of six three-minute films is being made available to ships (via Fleet headquarters) and shore establishments.

Divisional meetings and leadership courses are just two of the places where they are likely to be screened as the films become part of the training programme, and new entry establishments will be included in the distribution.

No one — and certainly none of the films — is suggesting that over-indulgence in drink is the prerogative of the Navy, but at the same time it has been considered useful to employ the powerful medium of film to focus on a few home truths under the general title of "Think when you drink."

When a selection of ranks and rates were given a preview at Portsmouth last month first reactions on the quality and impact of most of the films were favourable, one or two of the series being particularly strong, and even

moving.

Colourful, realistic and set ashore and afloat, the MOD-sponsored films use a mixture of actors and serving sailors to depict the effect of too much drink on innocent shipmates and families, as well as on the drinkers themselves. Incidents portrayed are based to some degree on actual happenings.

One shows how, when a frigate returns unexpectedly to Gibraltar, a chief due shortly for watch has a quick run ashore for rabbits and goes drinking unwisely on an empty stomach. Back on board, he sensibly reports what has happened — then pushes his luck by indulging in another couple of pints.

In another film, a young rating is challenged at a party to down

half a bottle of whisky. When he arrives back on board, the young QM has to decide whether to leave him to his mates or report his fears that the rating is seriously ill — and this one has a "happy ending."

UNPLEASANT

"Life and soul of the party" concerns a young man who turns unpleasant as drink takes over. The language leaves little to the imagination.

Another film concludes ironically with a choir chanting "Happy Birthday" as a sailor pays the penalty after being picked up by the patrol for celebrating his birthday too well.

Particularly telling is a film showing a young sailor with a massive hangover who drops tweezers in helicopter rudder controls. "I'm not hurting you" he tells a mate as he returns to his drinks "hoard" for a pick-me-up — while the pilot struggles desperately to control the helo.

GRAVESIDE

Perhaps the most moving is "Epitaph," showing a naval funeral resulting from a drink-and-drive road accident. At the graveside beside the mourning family stands the sailor who was at the wheel. The film cuts from the wild fatal drive to the mourning family — and sends a shudder through the audience as the first dirt hits the coffin.

Two more films are in the making and others are scheduled. More attention is to be paid to the effect on family finances, and the WRNS and officers are among those to be featured.

Film and video tape versions of the series are being made.

See also Newsview (page 18).

KIT CASH

Continued from Page 1

Examples of the new allowances are:—

FCPOs, £70.80 per annum; CPOs and POs wearing Class III uniform with gilt buttons and POs' cap badge, £70.68; men dressed in Class II uniform, £57.72; men dressed in Class III uniform, £70.32.

Clothing gratuity for men dressed as seamen on change of uniform on advancement to PO is £91.06.

KUA for Fleet Chief Wrens, Chief Wrens and PO Wrens is £48.84, and for Leading Wrens and Wrens £46.08.

Full details of issuing prices and allowances are contained in DCI (RN) 185/78.

Alterations to the annual uniform allowance for officers is made with the Inland Revenue and "treated" at source by H.M.S. Centurion.

ACTIVE SUPPORT

H.M.S. Active helped save the Danish coaster Sarah Trigon, which was listing in heavy seas off Guernsey. After unsuccessful attempts to secure a line to a Dutch salvage tug, it was secured with the help of a boarding party of six from the Active. The coaster was then towed to the French coast.

Nubian takes on oil task

H.M.S. Yarmouth was relieved by H.M.S. Nubian as "mother ship" for British tugs helping French vessels in their bid to disperse oil from the super tanker Amoco Cadiz, wrecked off Brittany. Mount Wise at Devonport maintained close contact with the French authorities.

Published by the Navy News, H.M.S. Nelson, Portsmouth, and printed by Portsmouth and Sunderland Newspapers, Ltd., The News Centre, Hilsea, Portsmouth.

Ikara away . . .

Right: An Ikara missile, one of two successfully fired by H.M.S. Naled, heads towards its target in the weapon ranges off Puerto Rico.

During her six months with the Standing Naval Force Atlantic the Naled visited Copenhagen, Bermuda, Charleston, Mayport, Roosevelt Roads, and Fort Lauderdale. Before being relieved by H.M.S. Phoebe, the Naled undertook the traditional farewell stamptast of the NATO Squadron off Puerto Rico. Fancy dress, pyrotechnics, drenchings with fire hoses, and much coloured smoke were the order of the day. The high spot was the firing of brightly-coloured toilet rolls from the mortars!

On March 21 the Naled returned to Devonport to begin a six-month refit.

